



**TO: BMMPO Bicycle-Pedestrian Subcommittee Members**  
**FROM: Kim Riepl, MPO Transportation Planner**  
**RE: BMMPO Bike-Ped Subcommittee Fall Meeting**

There will be a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on **Wednesday, May 31, 2023 at 2:00pm - 3:00 pm**. The meeting will be held in the David Blackstead Conference Room - 2<sup>nd</sup> Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Virtual attendance is an option

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## AGENDA

1. Welcome & Introductions
2. Bike Ped Subcommittee in Teams
3. TA Project Types and TA Application Checklist
4. Walk Audit
  - 2017 Bike Ped Plan Walk Audit
  - Walk Audit Tool Kits
    - 2017 Bike Ped Plan Walk Audit Toolkit
    - AARP Walk Audit Toolkit
5. Member Activities / Open Discussion
  - <https://www.kxnet.com/news/top-stories/bismarck-kids-team-up-for-bike-to-school-day/>
  - <https://www.kfyrtv.com/2023/05/25/will-moore-elementary-students-reminded-about-bike-safety-summer-approaches/>
6. Adjourn



### **BISMARCK WALK AUDIT** (Audit materials credit: Bismarck-Mandan MPO Bicycle and Pedestrian Plan 2017, Stantec and Walk Audit Toolkit, AARP)

June 28, 2023

The walk audit process:

Walk audits serve an important role in evaluating current pedestrian infrastructure order to raise awareness, identify gaps and evaluate potential project opportunities for municipalities and neighborhood groups. Many times, this activity serves as a measurable exercise to complete at the onset of a project, in response to public concerns, or in conjunction with other planning studies. The process of a walk audit can be led by city engineering or planning staff and includes the following:

- Gather with invited stakeholders (recommended size of 3 to 12 participants) to review the walking corridor and survey questions
- Review intersection evaluation criteria in response to these items:
  - Vehicle Speeds
  - Curb Returns/Corner Treatments
  - Visibility & Lighting
  - ADA Ramps
  - Crossing Controls
  - Traffic Signals
- Review Mid-Block evaluation criteria to assess the following:
  - Sidewalk Presence
  - Sidewalk Width
  - Driveway Slopes & Design
  - Sidewalk Condition
  - Vehicle Speed
  - Street Trees & Vegetation
  - Place
  - Lighting
  - Median
  - Accessibility
  - Transit

- Complete the pre-determined walking route to review each intersection configuration and mid-block condition in accordance with the walk audit criteria. It is recommended that the group complete one set of evaluation questions for each intersection and mid-block area that is encountered along the route. Walk audit routes are recommended to be contiguous, but do not necessarily need to follow a direct linear path-- is expected that the evaluation corridors can turn and take detours as necessary.
- Once the group has completed the walking route, it is important to reconvene to review the existing conditions as observed during the exercise. This recap discussion provides an important opportunity to identify areas of most concern, record general observations, and facilitate group discussion of how potential improvements could be addressed. Some questions which should be included within this reflection time are:
  - What did you see?
  - As a person walking, did you feel like you were of importance to other road users?
  - What other feelings did you have while performing the audit?
  - What needs to change? (in the short, medium, long-term timeframe)
  - How did the roadway and intersection segments rank?

### **Walk audit evaluation criteria:**

The primary value of a walk audit rests on the evaluation criteria. As part of this exercise an extensive list of questions has been developed to evaluate the pedestrian needs of a walking corridor for both roadway intersections as well as mid-block environments. Each of these criteria are to be scored on the following scale:

- Good (+3 points)
- Fair (+1 point)
- N/A (0 points)
- Poor/Gap in pedestrian infrastructure (-3 points)

It should be noted that the cumulative score of a walk audit is important, but not the ultimate indicator for how a corridor should be evaluated. In many instances, the scoring system provides an opportunity to specifically measure the efficacy of each element, rather than the overall performance of the walking route itself. At present time, there are no known industry scoring standards which have been developed to assess pedestrian elements. The scoring aspect of the walk audit process has been provided to help stakeholders prioritize areas of improvement along corridors where numerous challenges may exist.

The following list of walk-audit questions have been assembled. During the walk-audit exercise, each of these questions are evaluated on an individual basis (per the scale provided above) in order to set priorities and establish goals for improvement. The questions are divided into two categories: Intersections and Mid-Block, and are provided as follows:

### ***Intersections***

- Vehicle Speed
  - What is the operating speed of the roadway adjacent to the sidewalk?
  - What is the posted speed of the two intersecting roadways?
- Curb Returns/Corner Treatments
  - What are the corner treatments? (tight, large, channelized right turn, 'smart' right turn, curb extension)

- Visibility & Lighting
  - Are people walking visible to the people driving through the intersection?
  - Is lighting provided that illuminates the roadway when people are walking across the street?
  - Is lighting if illuminates the people waiting to cross the street on the sidewalk?
- ADA Ramps
  - Are ADA ramps existing at all corners of the intersections that have sidewalk connections?
  - Are the ramps shared at the corner or is there one ramp per direction?
- Crossing Controls
  - What pedestrian crossing controls are present?
  - Does the control type convey the importance of a crossing location?
- Traffic Signals
  - Is the signal designed to minimize the delay to people waiting to cross the intersection?
  - Is there adequate time for people of all ages and abilities to cross the street?
  - Is there information provided to indicate the amount of time remaining in crossing the street?
  - Are accessible signals provided?
  - Are tactile walking surface indicators used to navigate the intersections?

### **Mid-Block**

- Sidewalk Presence
  - Are sidewalks existing on both sides of the street?
- Sidewalk Width
  - How wide is the sidewalk?
  - Is it conducive for two people in wheelchairs to wheel side-by-side while passing another person (8.5' clearance)?
  - Can two wheelchair users pass each other on the sidewalk without issue (6' clearance)?
  - Is the sidewalk clear of obstructions?
- Driveway slopes & Design
  - Describe the driveway treatments (if present)
  - Comment on the degree of side slope that exists for the driveway portion if walking or wheeling is expected to occur across it.
- Sidewalk Condition
  - What is the condition of the sidewalk?
  - Is it conducive to reliable wheelchair travel?
- Vehicle Speed
  - What is the operating speed of the roadway adjacent to the sidewalk?
  - What is the posted speed of the roadway adjacent to the sidewalk?
  - What is the distance from the edge of the sidewalk to the nearest travel lane?
- Street Trees & Vegetation
  - Is there a boulevard present?
  - Are trees or vegetation able to be viable and thrive in the boulevard?

- Place
  - Are there programming and design components that enhance the experience in the area?
- Lighting
  - Is lighting provided that illuminates the walkways in addition to the roadway?
  - Is lighting provided in a manner that does not create darker areas that feel less comfortable and secure?
- Median
  - Is there a median in the street? If yes, what is the width and what is it made of?
- Accessibility
  - Are tactile walking surface indicators used to navigate the street?
  - Is the street clear of obstacles that would be a barrier to access?
- Transit Access
  - Are transit stops easy to access and accessible for all users?
  - Are transit stops located outside of the clear walkway width, not impeding travel along the sidewalk?

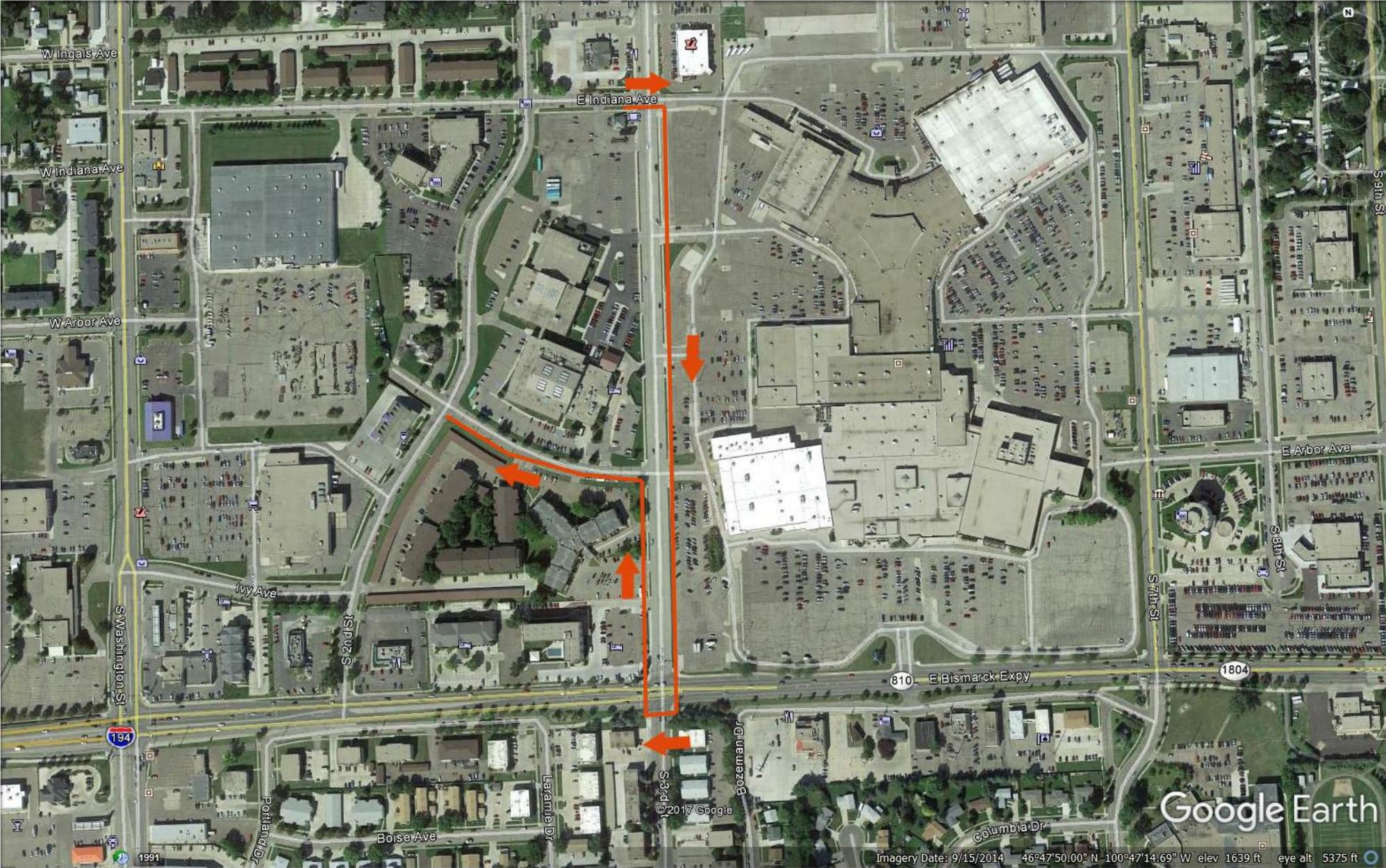
### **Summary of walk audit for the City of Bismarck:**

The City of Bismarck walk audit will be held from 9am-11:30am on June 28, 2023. The audit group will meet at the North end of the Bismarck Hotel parking lot to audit the following route:

- Start at intersection of E. Indiana Avenue and cross east on S. 3<sup>rd</sup> Street
- Walk south on 4 blocks of S. 3<sup>rd</sup> Street (east side)
  - Evaluate mid-block crossing to Bismarck Hotel (unsignalized)
- Cross E. Bismarck Expressway to evaluate intersection
  - Cross south
  - Cross west
  - Cross north
- Walk north on 1 block of S. 3<sup>rd</sup> Street (west side)
- Walk 1 block west on E. Arbor Avenue, continue north
- End walk audit at intersection of S. 2<sup>nd</sup> Street & Indiana Ave.

The above route was originally selected in 2017 due to the socio-economic context of the study area and is being re-visited in 2023 for a reassessment. It has been noted that this corridor receives regular pedestrian traffic from residents of the multi-family housing units to the west and south of the route—who often utilize this path to access shopping and other commercial areas nearby.

Bismarck Walk Audit Route



# Who's Using the Street – and Why?

Community Name: \_\_\_\_\_

Location/Street Name(s): \_\_\_\_\_

Audit date: \_\_\_\_\_ Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Use hash marks (###) for counting the number of people observed. (Yes, some will likely be counted more than once.)  
 Use your best guess to determine each person's age range and reason for walking.

WHO'S WALKING?	NUMBER OF PEOPLE
Young children (e.g. elementary school students)	
Teens	
Adults	
Older Adults	
<b>HOW:</b>	
While pushing a baby stroller and/or walking with a child or children	
While using a mobility aid (i.e., a wheelchair, cane, walker)	
While riding a bicycle, scooter, skateboard or other mobility device	
<b>POSSIBLE REASONS:</b>	
Traveling to/from school	
Waiting for and/or heading to public transit	
Commuting to/from work	
Shopping and/or getting something to eat	
Walking/running for fitness	
Walking a dog	
Walking to a park or outdoor public space	
Just out for a walk	
Other/unknown	

**ALSO, WHO'S NOT WALKING?** Do the observed pedestrians represent the demographic composition of the neighborhood? If not, which segments of the population appear to be missing? Why might that be the case? (Use a notebook or the back of this worksheet to record these answers and observations.)

# Sidewalks, Streets and Crossings SINGLE-LOCATION AUDIT

Community Name: \_\_\_\_\_

Location/Street Name(s): \_\_\_\_\_

Audit date: \_\_\_\_\_ Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): \_\_\_\_\_ Do the motorists appear to be obeying the speed limit(s)? \_\_\_\_\_

Total number of vehicle lanes: \_\_\_\_\_ The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island?

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

**YES | NO | OTHER** Skip any statements that don't apply

**THE SIDEWALK:**

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

**THE STREET:**

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

**THE PEDESTRIAN CROSSING SIGNALS:**

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

**Walkability of the area, based on the findings above:**  Great  Acceptable  Mixed  Poor

## MANDAN WALK AUDIT

June 29, 2023

The walk audit process:

Walk audits serve an important role in evaluating current pedestrian infrastructure order to raise awareness, identify gaps and evaluate potential project opportunities for municipalities and neighborhood groups. Many times, this activity serves as a measurable exercise to complete at the onset of a project, in response to public concerns, or in conjunction with other planning studies. The process of a walk audit can be led by city engineering or planning staff and includes the following:

- Gather with invited stakeholders (recommended size of 3 to 12 participants) to review the walking corridor and survey questions.
  - Review intersection evaluation criteria in response to these items:
    - Vehicle Speeds
    - Curb Returns/Corner Treatments
    - Visibility & Lighting
    - ADA Ramps
    - Crossing Controls
    - Traffic Signals
  - Review Mid-Block evaluation criteria to assess the following:
    - Sidewalk Presence
    - Sidewalk Width
    - Driveway Slopes & Design
    - Sidewalk Condition
    - Vehicle Speed
    - Street Trees & Vegetation
    - Place
    - Lighting
    - Median
    - Accessibility
    - Transit

- Complete the pre-determined walking route to review each intersection configuration and mid-block condition in accordance with the walk audit criteria. It is recommended that the group complete one set of evaluation questions for each intersection and mid-block area that is encountered along the route. Walk audit routes are recommended to be contiguous, but do not necessarily need to follow a direct linear path-- is expected that the evaluation corridors can turn and take detours as necessary.
- Once the group has completed the walking route, it is important to reconvene to review the existing conditions as observed during the exercise. This recap discussion provides an important opportunity to identify areas of most concern, record general observations, and facilitate group discussion of how potential improvements could be addressed. Some questions which should be included within this reflection time are:
  - What did you see?
  - As a person walking, did you feel like you were of importance to other road users?
  - What other feelings did you have while performing the audit?
  - What needs to change? (in the short, medium, long-term timeframe)
  - How did the roadway and intersection segments rank?

### **Walk audit evaluation criteria:**

The primary value of a walk audit rests on the evaluation criteria. As part of this exercise an extensive list of questions has been developed to evaluate the pedestrian needs of a walking corridor for both roadway intersections as well as mid-block environments. Each of these criteria are to be scored on the following scale:

- **Good (+3 points)**
- **Fair (+1 point)**
- **N/A (0 points)**
- **Poor/Gap in pedestrian infrastructure (-3 points)**

It should be noted that the cumulative score of a walk audit is important, but not the ultimate indicator for how a corridor should be evaluated. In many instances, the scoring system provides an opportunity to specifically measure the efficacy of each element, rather than the overall performance of the walking route itself. At present time, there are no known industry scoring standards which have been developed to assess pedestrian elements. The scoring aspect of the walk audit process has been provided to help stakeholders prioritize areas of improvement along corridors where numerous challenges may exist.

The following list of walk-audit questions have been assembled. During the walk-audit exercise, each of these questions are evaluated on an individual basis (per the scale provided above) in order to set priorities and establish goals for improvement. The questions are divided into two categories: Intersections and Mid-Block, and are provided as follows:

### ***Intersections***

- **Vehicle Speed**
  - What is the operating speed of the roadway adjacent to the sidewalk?
  - What is the posted speed of the two intersecting roadways?
- **Curb Returns/Corner Treatments**
  - What are the corner treatments? (tight, large, channelized right turn, 'smart' right turn, curb extension)

- **Visibility & Lighting**
  - Are people walking visible to the people driving through the intersection?
  - Is lighting provided that illuminates the roadway when people are walking across the street?
  - Is lighting if illuminates the people waiting to cross the street on the sidewalk?
- **ADA Ramps**
  - Are ADA ramps existing at all corners of the intersections that have sidewalk connections?
  - Are the ramps shared at the corner or is there one ramp per direction?
- **Crossing Controls**
  - What pedestrian crossing controls are present?
  - Does the control type convey the importance of a crossing location?
- **Traffic Signals**
  - Is the signal designed to minimize the delay to people waiting to cross the intersection?
  - Is there adequate time for people of all ages and abilities to cross the street?
  - Is there information provided to indicate the amount of time remaining in crossing the street?
  - Are accessible signals provided?
  - Are tactile walking surface indicators used to navigate the intersections?

### **Mid-Block**

- **Sidewalk Presence**
  - Are sidewalks existing on both sides of the street?
- **Sidewalk Width**
  - How wide is the sidewalk?
  - Is it conducive for two people in wheelchairs to wheel side-by-side while passing another person (8.5' clearance)?
  - Can two wheelchair users pass each other on the sidewalk without issue (6' clearance)?
  - Is the sidewalk clear of obstructions?
- **Driveway slopes & Design**
  - Describe the driveway treatments (if present)
  - Comment on the degree of side slope that exists for the driveway portion if walking or wheeling is expected to occur across it.
- **Sidewalk Condition**
  - What is the condition of the sidewalk?
  - Is it conducive to reliable wheelchair travel?
- **Vehicle Speed**
  - What is the operating speed of the roadway adjacent to the sidewalk?
  - What is the posted speed of the roadway adjacent to the sidewalk?
  - What is the distance from the edge of the sidewalk to the nearest travel lane?
- **Street Trees & Vegetation**
  - Is there a boulevard present?
  - Are trees or vegetation able to be viable and thrive in the boulevard?

- **Place**
  - Are there programming and design components that enhance the experience in the area?
- **Lighting**
  - Is lighting provided that illuminates the walkways in addition to the roadway?
  - Is lighting provided in a manner that does not create darker areas that feel less comfortable and secure?
- **Median**
  - Is there a median in the street? If yes, what is the width and what is it made of?
- **Accessibility**
  - Are tactile walking surface indicators used to navigate the street?
  - Is the street clear of obstacles that would be a barrier to access?
- **Transit Access**
  - Are transit stops easy to access and accessible for all users?
  - Are transit stops located outside of the clear walkway width, not impeding travel along the sidewalk?

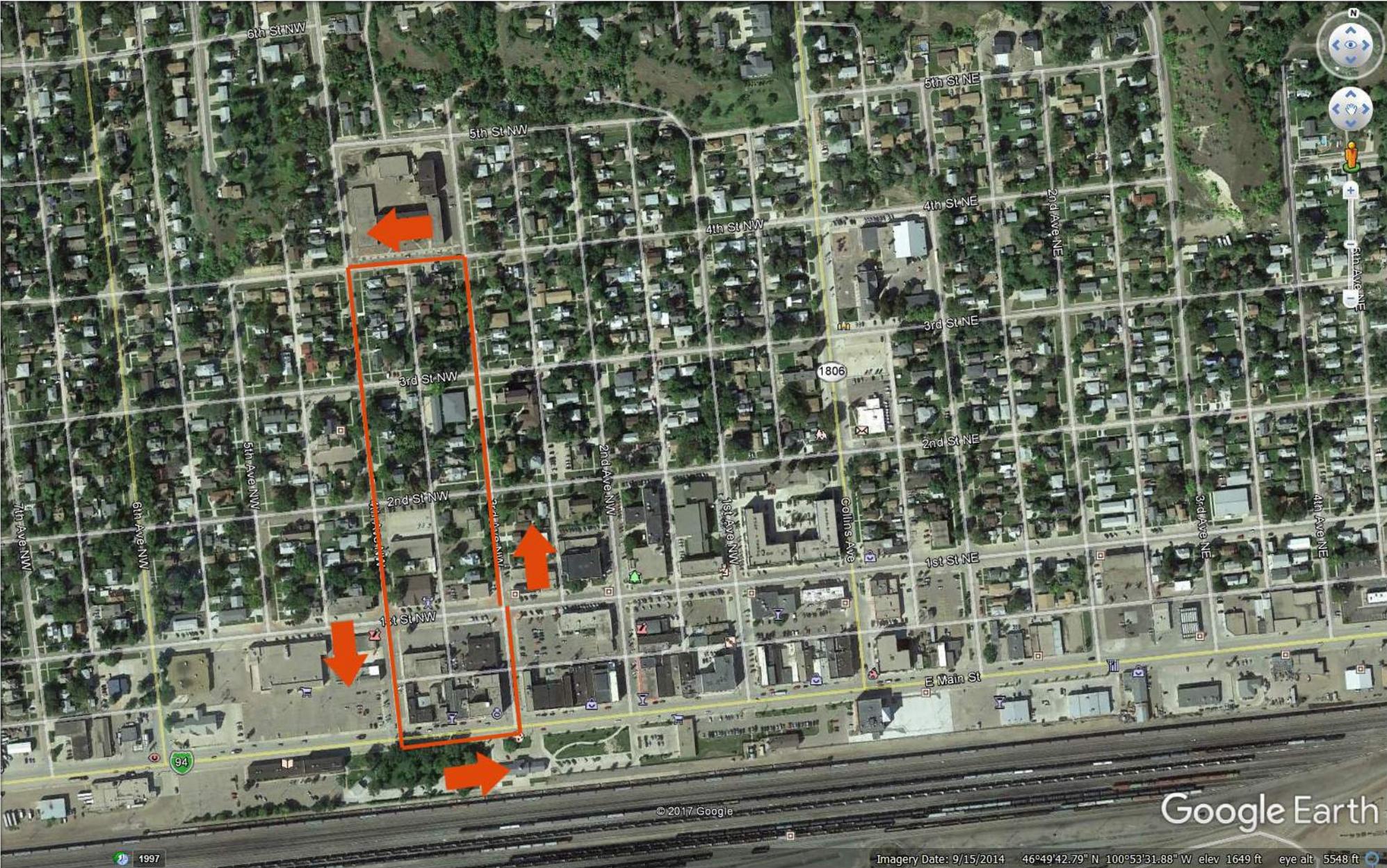
### **Summary of walk audit for the City of Mandan:**

The Mandan walk audit will be held from 9am-11:30am on June 29, 2023. The audit group will meet in the Veterans' Conference Room, Mandan City Hall, 205 2nd Ave NW, Mandan, to audit the following route:

- Start at intersection of 1st St NW and 3rd Ave NW - Cross west to evaluate 3rd Ave/1st St intersection
- Walk north 3 blocks on 3rd Ave NW
  - Assess west side of 3rd Ave NW including 2 vehicular intersections
- Walk west at 4th St NW 1 block to east side of 4th Ave NW
- Walk south on 4th Ave NW 4 blocks to the intersection of E Main St and 4th Ave NW
- Cross E Main St to evaluate pedestrian crossings
  - Cross south
  - Walk east
  - Cross north
- Walk north on 3rd Ave NW 1 block to 1st St NW
- End walk audit at intersection of 1st St NW and 3rd Ave NW.

The above route was originally selected in 2017 due to the context of the surrounding neighborhood and the relative proximity to the downtown business and commercial district and is being revisited in 2023 for a reassessment. The previous Mandan Junior High building at 4th St NW and 3rd Ave NW has since been redeveloped into what is now low-income housing and it is expected this corridor will be frequently traveled by residents living in this building.

Mandan Walk Audit Route



# Who's Using the Street – and Why?

Community Name: \_\_\_\_\_

Location/Street Name(s): \_\_\_\_\_

Audit date: \_\_\_\_\_ Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Use hash marks (###) for counting the number of people observed. (Yes, some will likely be counted more than once.)  
 Use your best guess to determine each person's age range and reason for walking.

WHO'S WALKING?	NUMBER OF PEOPLE
Young children (e.g. elementary school students)	
Teens	
Adults	
Older Adults	
<b>HOW:</b>	
While pushing a baby stroller and/or walking with a child or children	
While using a mobility aid (i.e., a wheelchair, cane, walker)	
While riding a bicycle, scooter, skateboard or other mobility device	
<b>POSSIBLE REASONS:</b>	
Traveling to/from school	
Waiting for and/or heading to public transit	
Commuting to/from work	
Shopping and/or getting something to eat	
Walking/running for fitness	
Walking a dog	
Walking to a park or outdoor public space	
Just out for a walk	
Other/unknown	

**ALSO, WHO'S NOT WALKING?** Do the observed pedestrians represent the demographic composition of the neighborhood? If not, which segments of the population appear to be missing? Why might that be the case? (Use a notebook or the back of this worksheet to record these answers and observations.)

# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Mandan

Location/Street Name(s): 1st St NW / 3d Ave NW Intersection

Audit date: 06/29/2023 Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): \_\_\_\_\_ Do the motorists appear to be obeying the speed limit(s)? \_\_\_\_\_

Total number of vehicle lanes: \_\_\_\_\_ The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island?

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

**YES | NO | OTHER** Skip any statements that don't apply

**THE SIDEWALK:**

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

**THE STREET:**

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

**THE PEDESTRIAN CROSSING SIGNALS:**

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

**Walkability of the area, based on the findings above:**  Great  Acceptable  Mixed  Poor

# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Mandan

Location/Street Name(s): 3rd Ave NW, east side, 300 s

Audit date: 06/29/2023 Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): \_\_\_\_\_ Do the motorists appear to be obeying the speed limit(s)? \_\_\_\_\_

Total number of vehicle lanes: \_\_\_\_\_ The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island?

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

**YES | NO | OTHER** Skip any statements that don't apply

**THE SIDEWALK:**

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., concrete or asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

**THE STREET:**

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

**THE PEDESTRIAN CROSSING SIGNALS:**

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

**Walkability of the area, based on the findings above:**  Great  Acceptable  Mixed  Poor

# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Mandan

Location/Street Name(s): 4th Street NW (1 oc )

Audit date: 06/29/2023 Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): \_\_\_\_\_ Do the motorists appear to be obeying the speed limit(s)? \_\_\_\_\_

Total number of vehicle lanes: \_\_\_\_\_ The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island?

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

**YES | NO | OTHER** Skip any statements that don't apply

**THE SIDEWALK:**

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
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**THE STREET:**

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- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

**THE PEDESTRIAN CROSSING SIGNALS:**

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

**Walkability of the area, based on the findings above:**  Great  Acceptable  Mixed  Poor

# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Mandan

Location/Street Name(s): 4th Avenue NW, (4 oc s)

Audit date: 06/29/2023 Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): \_\_\_\_\_ Do the motorists appear to be obeying the speed limit(s)? \_\_\_\_\_

Total number of vehicle lanes: \_\_\_\_\_ The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island?

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

**YES | NO | OTHER** Skip any statements that don't apply

**THE SIDEWALK:**

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

**THE STREET:**

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

**THE PEDESTRIAN CROSSING SIGNALS:**

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

**Walkability of the area, based on the findings above:**  Great  Acceptable  Mixed  Poor

# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Mandan

Location/Street Name(s): Intersection of 4th Ave NW & Main (crossing south) and E Main, south side, to 3rd Ave Intersection

Audit date: 06/29/2023 Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): \_\_\_\_\_ Do the motorists appear to be obeying the speed limit(s)? \_\_\_\_\_

Total number of vehicle lanes: \_\_\_\_\_ The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island?

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

**YES | NO | OTHER** Skip any statements that don't apply

**THE SIDEWALK:**

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

**THE STREET:**

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

**THE PEDESTRIAN CROSSING SIGNALS:**

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above:  Great  Acceptable  Mixed  Poor

# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Mandan

Location/Street Name(s): E Main / 3rd Ave Intersection; 3rd Ave crossing n/o Main; 3rd Ave north to 1st St NW

Audit date: 06/29/2023 Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): \_\_\_\_\_ Do the motorists appear to be obeying the speed limit(s)? \_\_\_\_\_

Total number of vehicle lanes: \_\_\_\_\_ The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island?

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

**YES | NO | OTHER** Skip any statements that don't apply

**THE SIDEWALK:**

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

**THE STREET:**

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

**THE PEDESTRIAN CROSSING SIGNALS:**

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
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- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

**Walkability of the area, based on the findings above:**  Great  Acceptable  Mixed  Poor

TO: BMMPO Bicycle-Pedestrian Subcommittee Members  
FROM: Kim Riepl, MPO Transportation Planner  
RE: BMMPO Bike-Ped Subcommittee Q3 Meeting

There will be a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on Tuesday, August 29, 2023 at 2:00pm - 3:30 pm. The meeting will be held in the David Blackstead Conference Room - 2<sup>nd</sup> Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Virtual attendance via Teams is an option

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## AGENDA

1. Welcome & Introductions
2. Review of Supplemental Development Materials for TA Applications
  - TA Application Checklist
  - MPO Area TA Project Types
3. Review Preliminary FY26 TA Application - BPRD Sunrise Trail Extension
  - Application Strengths
  - Opportunities to Enhance
4. Walk Audit
  - Bismarck Walk Audit Tool Kit and Summary
  - Mandan Walk Audit Tool Kit and Summary
5. Bicycle Friendly Community Application
  - Currently a Bronze Level Designation
  - 2024 Renewal (requires use of the new application, no longer Spring and Fall) - Upgrade to Silver
6. Member Activities / Open Discussion / Next Meeting
7. Adjourn

# Bismarck-Mandan MPO Area Project Priorities

High Priority (received 7 or more votes)	All Subcommittee members were given the opportunity to cast votes
Moderate to High Priority (received 5-6 votes)	
Moderate to Low Priority (received 3-4 votes)	
Low Priority (received 1-2 votes)	
<b>Activity or Project Type</b>	<b><u>TA</u></b>
Recreational Trails	8
Shared use paths / transportation trails	8
Tunnels / underpasses for pedestrians and/or bicyclists	8
Bicycle lanes on road	7
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	6
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, water fountains); usually part of larger project	6
Sidewalks (new or retrofit)	6
Signing for pedestrian or bicycle routes	6
Signs, signals, signal improvements (incl accessible pedestrian signals)	6
Spot improvement programs (for pedestrian and bicycle facilities)	6
Traffic calming	6
Trail construction and maintenance equipment	6
Trail/highway crossings and intersections	6
Access enhancements to public transportation (benches, bus pads)	5
Bicycle parking (see Bicycle Parking Solutions)	5
Bicycle repair station (air pump, simple tools)	5
Curb ramps	5
Lighting (pedestrian and bicyclist scale associated with ped/bicycle project)	5
Road Safety Assessment for pedestrians and bicyclists	5
Separated bicycle lanes	5
Barrier removal for ADA compliance	4
Bicycle plans	4
Bridges / overcrossings for pedestrians and/or bicyclists	4
Counting equipment	4
Trail bridges	4
Trailside/trailhead facilities (restrooms, water, not general park amenities)	4
Bus shelters and benches	3
Data collection and monitoring for pedestrians and/or bicyclists	3
Maps (for pedestrians and/or bicyclists)	3
Paved shoulders for pedestrian and/or bicyclist use	3
Pedestrian plans	3
Bicycle share (capital and equipment; not operations)	2
Bicycle storage or service centers (example: at transit hubs)	2
Bike racks on transit	2
Road Diets (pedestrian and bicycle portions)	2
Emergency and evacuation routes for pedestrians and/or bicyclists	1
Micromobility projects (including scooter share)	1
Resilience Improvements for pedestrians and bicyclists	1
Stormwater impacts related to pedestrian and bicycle project impacts	1
Training for law enforcement on ped/bicyclist safety laws	1
Vulnerable Road User Safety Assessment	1
Americans with Disabilities Act (ADA)/504 Self Evaluation / TransitionPlan	0
Historic preservation (pedestrian and bicycle and transit facilities)	0
Rail at-grade crossings	0
Training	0

# TA APPLICATION CHECKLIST

*This checklist presents a variety of elements that **may** be included in a TA application. These items are suggestions provided by the Bismarck-Mandan MPO Bike-Ped Subcommittee members and are intended to assist in the application development process for local public agencies wishing to apply for TA funds. This list should not be considered all-inclusive; neither are the suggested elements required to be included in TA applications.*

## **NARRATIVE**

- My narrative tells a story as opposed to simply providing facts
- I have used understandable, non-technical language
- I have stated who benefits from this project, focusing on disadvantaged populations, schools, and social service organizations
- I have explained how this project fits into the transportation system including the short- and long-range transportation plans for the area where this project is located
- I have provided a technical description of existing conditions (especially for resurfacing or reconstruction projects)

## **MAPS and DIAGRAMS**

- My maps show the extent and details of the planned improvements including labels
- I have included a high-level map showing the location of the project in the community
- I have included an inset map of my project showing surrounding streets/landmarks
- I have included a map/diagram depicting future conditions with the final product
- I have labeled or captioned my map(s)/diagram(s) to explain their place in the application

## **PHOTOS**

- I have included aerial photos of the project area (extents) to map my project
- I have included photos of the area surrounding or approaching my project location
- I have included photos clearly depicting the extent of deficiency in the existing condition (cracking pavement, drainage, erosion, etc.)

## **DATA**

- I have included crash data
- I have included bike/ped counts
- I have included traffic counts for the project location or any pertinent surrounding area
- For projects in employment areas: I have included counts or percentages of people that walk, bike, take transit, or use multiple options to get to work.

## **PLANS and GUIDANCE DOCUMENTS**

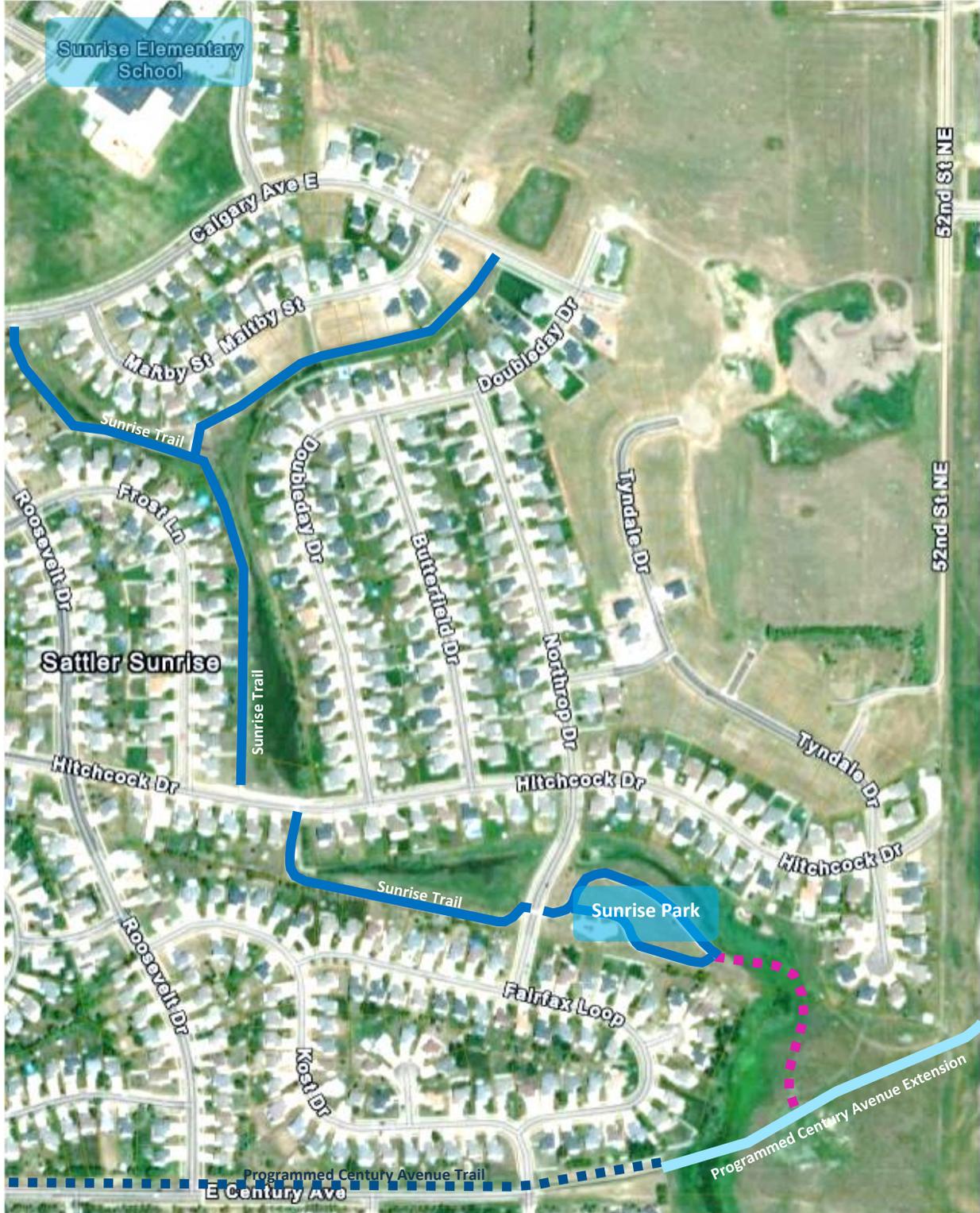
- I have included excerpts from adopted plans (ie., MTP), guidance documents (ie., AASHTO) or independently conducted walk audits that specifically reference my project
- I have included specific objectives of the MTP or other adopted community plans which my project meets
- I have included features within my project that align with safety recommendations from adopted plans and/or design guidance (ie., AASHTO) such as:
  - ADA
  - Trail width
  - Surface material
  - Safe connections to other facilities or crossings
- I have quoted AASHTO or other recognized guidance documents to provide credibility for my project

## **LETTERS OF SUPPORT**

- I have included letters of support for my project

# NDDOT Transportation Alternatives Program Application FY 2026

## Sunrise Trail Connection – East Century Avenue to Sunrise Park



## NDDOT Transportation Alternatives Program Preliminary Application

1. **Project Name:** Sunrise Trail Connection – East Century Avenue to Sunrise Park
2. **Project Location:** Bismarck, North Dakota
3. **Project Contact:** Bismarck Parks and Recreation District (BPRD)
4. **Contact Person:**  
Kevin Klipfel, Executive Director  
Bismarck Parks and Recreation District (BPRD)  
400 East Front Avenue Bismarck, ND 58504  
701-222-6455 kklipfel@bisparks.org
5. **Project Sponsor:** City of Bismarck
6. **Sponsoring Official:**  
Gabe Schell, City Engineer  
City of Bismarck  
221 North 5th Street, Bismarck, ND 58501
7. **Project Description:**  
The proposed project includes a trail extension of the well-utilized Sunrise Trail from the East Century Avenue extension north to Sunrise Park. Sunrise Trail is currently part of a safe trail route to Sunrise Park and Sunrise Elementary School from many residential subdivisions and with this connection, can also serve as a commuter and recreational trail connection to the East Century Trail, 43<sup>rd</sup> Avenue Trail and all businesses in the heart of northeast Bismarck. *Please refer to Exhibit 1, Project Location Map.*  
  
The **Sunrise Trail connection** would be a 10' shared use concrete trail that will begin where the existing trail ends in Sunrise Park and go south to the future Century Avenue extension, approximate **858 LF**. The new trail connection would add .16 miles to the trail system in northeast Bismarck. The proposed trail project also includes a drainageway crossing to allow for safe and accessible connection from Sunrise Park to the greater E. Century Avenue Trail and the entire trail system. *Please refer to Exhibit 1, Project Location Map.*
8. **Project Cost:**  
The estimated construction cost of the proposed trail segment is \$ 831,600 including a 10% contingency. Federal funds in the amount \$ 665,280 are requested. The construction cost does not include any local costs of topographic survey, utility relocation, right-of-way acquisition, or preliminary and construction engineering. The remaining balance of the project will be budgeted and funded from the BPRD General Construction Fund. *Please refer to a detailed Preliminary Cost Estimate, Exhibit 3.*
9. **What TAP category best fits your project?**  
Category A: Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.

**10. Supporting Data:**

1) Is this project part of an identified tourism, recreation or transportation plan and if so, explain?

a. The **Arrive 2045 Metropolitan Transportation Plan (MTP)** highlights the need for safe trail alternatives to traditional transportation options, including Objective 5C: “Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan”.

b. The **Bismarck Mandan MPO Bicycle and Pedestrian Master Plan** includes five goals for the community, and this proposed project helps to fulfill all five goals.

b. The **2023-2028 State of North Dakota State Comprehensive Outdoor Recreation Plan – Recreational Trail Needs** identifies that Region 7, which includes Burleigh County, the primary need is non-motorized trails. In addition, the **Bismarck Parks and Recreation District conducted a community survey** in 2023 and paved recreational trails ranked #2 in importance of recreational amenities.

2) Is your project tied to another project? If so, please explain.

The proposed trail connections would tie into the Century Avenue Trail, Sunrise Trail and the larger trail system in northeast Bismarck.

3) How does your project fit with similar projects in your community and/or region?

Bismarck Parks and Recreation District maintains over 55 miles of paved trails and is committed to providing a comprehensive trail system for the betterment of the community. Currently, BPRD is constructing and replacing segments of the trail system throughout the area to continue that commitment to the residents.

4) Provide the names of governmental agencies that are in support of this project. Also, please state if there is support from the general public, other groups and organizations.

a. Bismarck Parks and Recreation District

b. City of Bismarck

c. Bismarck-Mandan Metropolitan Planning Organization

d. North Dakota State Parks and Recreation Department supports trails throughout the state in general:

1. The ND Comprehensive Outdoor Recreation Plan identifies trails as its number one priority in the Region.

**11. Public Accessibility:**

Bismarck Parks and Recreation District will own and maintain the trail. In addition to regular maintenance to keep the trails in good condition, BPRD also clears the trails in the winter to allow for use year-round.

**12. Matching Funds Provided By:**

Bismarck Parks and Recreation District will provide matching funds.

**13. Will Right of Way For This Project Be Needed?**

No. The trail alignment will be on BPRD-owned property or the City of Bismarck easement.

**14. Maintenance of This Project Will Be Provided By:**

The Bismarck Parks & Recreation District will provide the required trail maintenance.

**15. Environmental Impacts**

- 1) Land Use -The land use adjacent to the proposed trail includes recreational/public use and residential. There are minimal negative impacts to land use as a result of this trail.
- 2) Farmland -No farmland will be affected as a result of the trail.
- 3) Social -This project is expected to have a positive impact upon the neighborhood and the community as a whole. The trail will continue to allow access to various recreational areas, businesses, schools, parks, public facilities, and neighborhoods through alternate modes of transportation.
- 4) Economic -The positive economic benefits to the immediate area are expected to be small. The economic benefit of trails in general, to the community as a whole, is much greater.
- 5) Relocation -Neither people or businesses will be relocated by this project.
- 6) Wetlands -This proposed trail corridor does cross designated wetlands and would be permitted through the US Army Corps of Engineers. BPRD will us all best practices to ensure that any wetlands are as undisturbed as possible.
- 7) Flood Plain - The proposed trail does not go through the floodplain.
- 8) Threatened or Endangered Species -There are no threatened or endangered species within or along the project corridor.
- 9) Cultural Resources - There are no known cultural resources within this development area.
- 10) Hazardous Waste -There are no known hazardous waste sites within the project area.

**16. Signatures**

Contact Person: \_\_\_\_\_ Date: \_\_\_\_\_  
Kevin Klipfel, BPRD Executive Director

Sponsoring Official: \_\_\_\_\_ Date: \_\_\_\_\_  
Gabe Schell, City Engineer

MPO Official: \_\_\_\_\_ Date: \_\_\_\_\_

**17. Attachments**

- Exhibit 1 – Project Location Map
- Exhibit 2 – Trail Site Plan
- Exhibit 3 – Pedestrian Path Easement Map
- Exhibit 4 – Preliminary Cost Estimate
- Exhibit 5 – Existing Conditions
- Exhibit 6 – BPRD Board of Park Commissioner Minutes
- Exhibit 7 – City of Bismarck Endorsement
- Exhibit 8 – MPO Endorsement

Exhibit 1 – Project Location Map

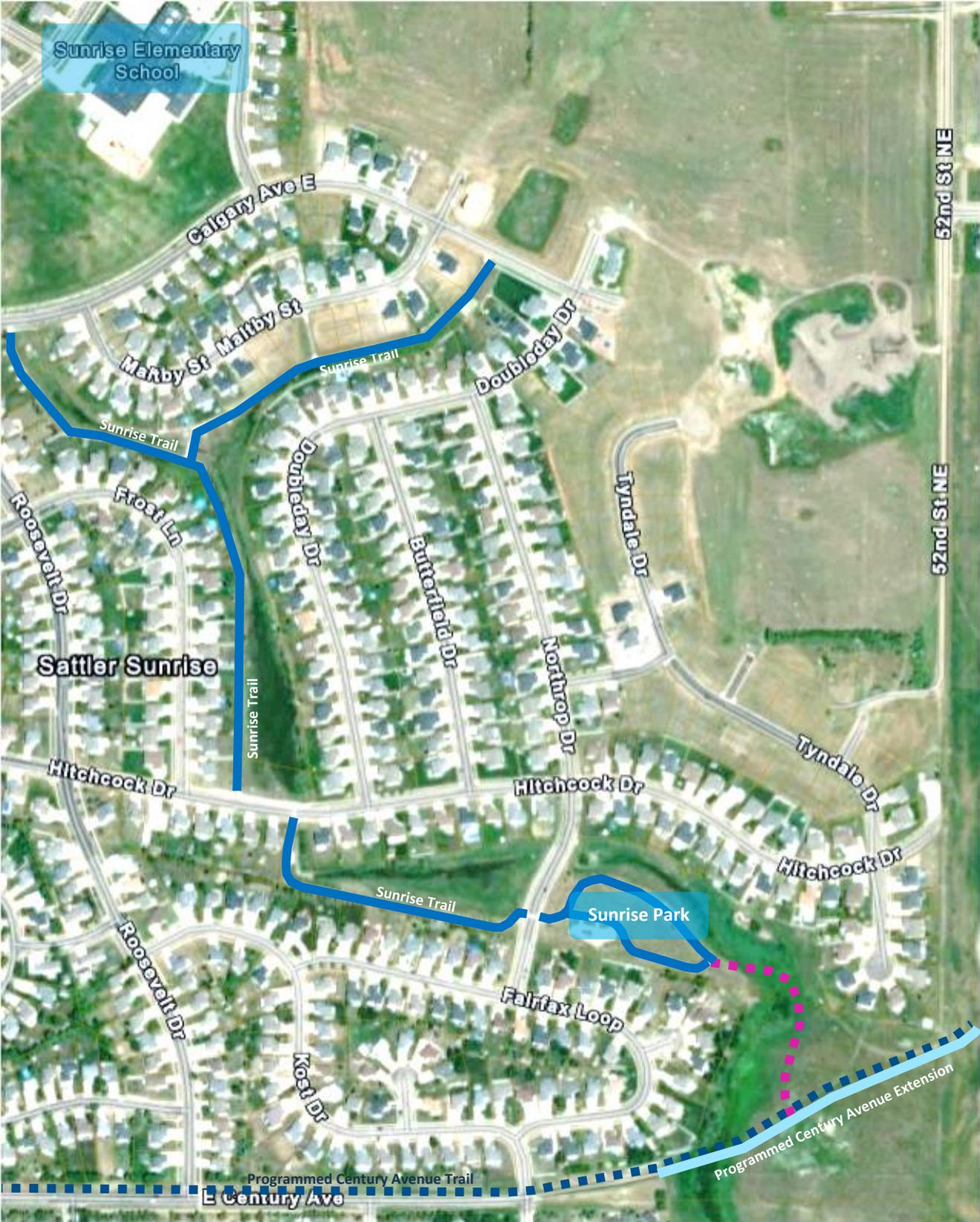


Exhibit 2 - Trail Site Plan

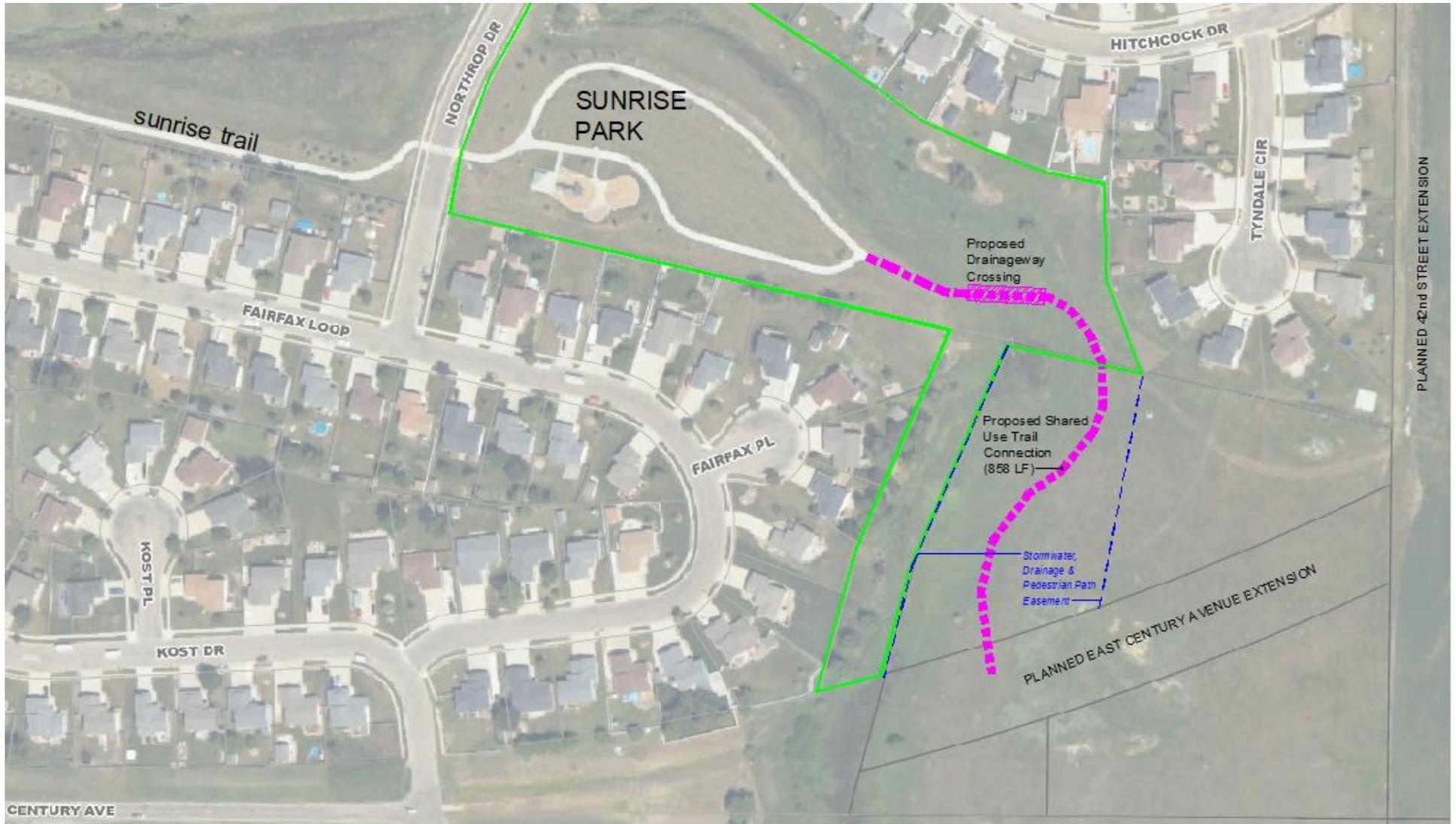


Exhibit 3 – Easement Map

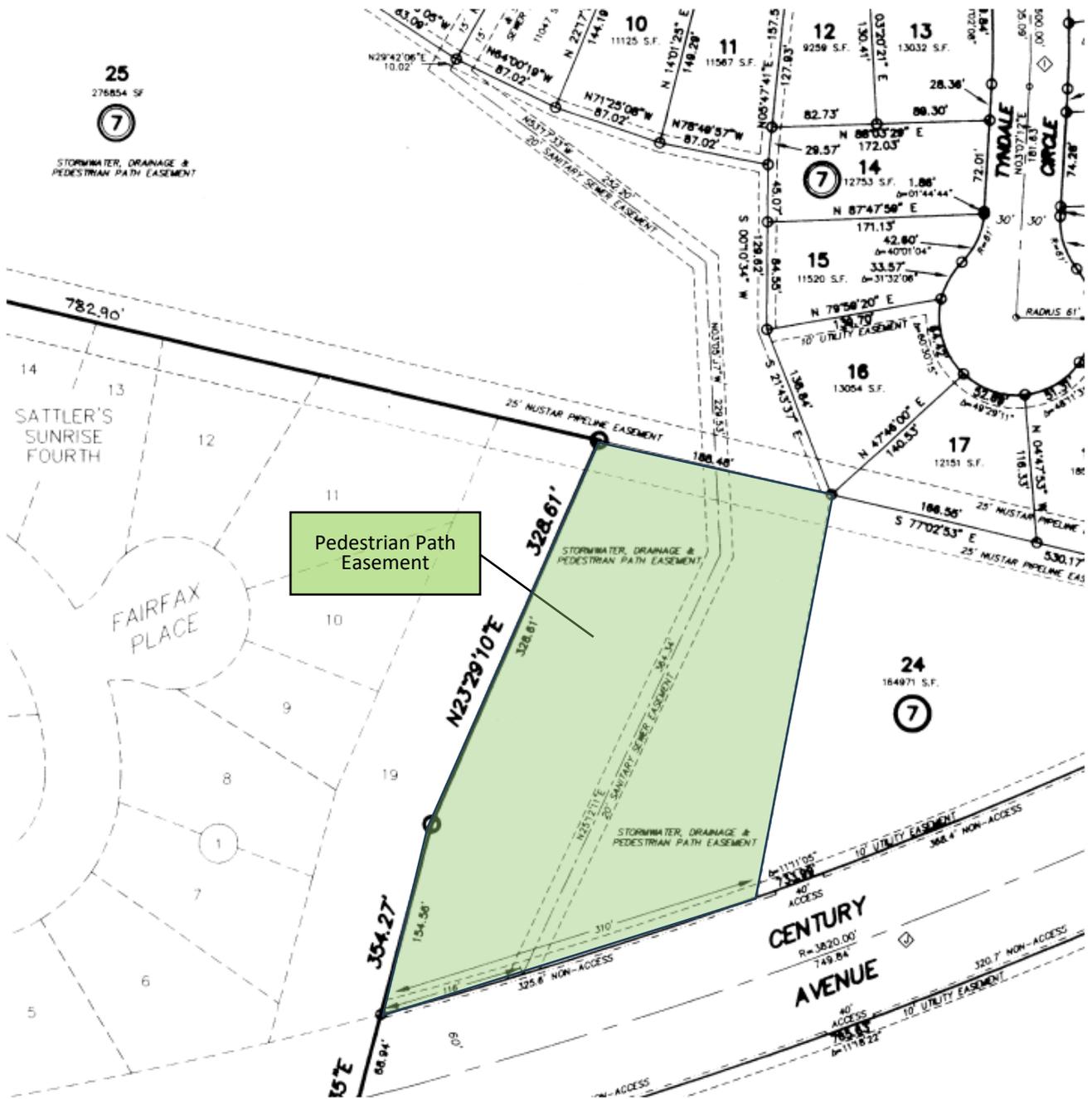
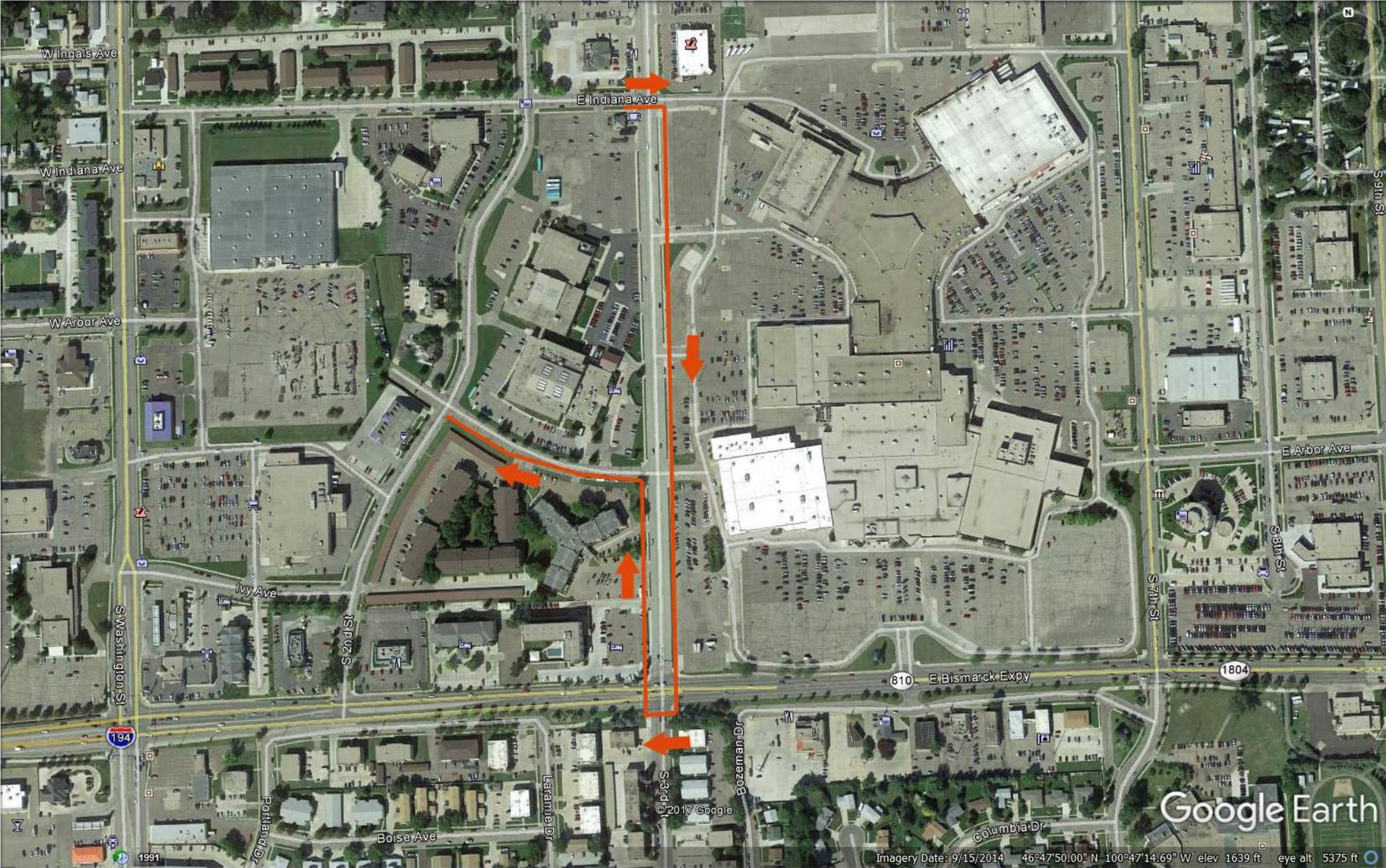


Exhibit 4 – Preliminary Cost Estimate

Sunrise Trail Extension					
East Century Avenue to Sunrise Park					
Estimated Total Trail Length = 858 LF (.16 miles)					
Preliminary Opinion of Cost					8/18/2023
Item	Description	Quantity	Unit	Unit Price	Total
1	Mobilization	1	EA	\$ 60,000	\$ 60,000
2	Contract Bond	1	EA	\$ 10,000	\$ 10,000
3	Topsoil (remove and replace)	1200	CY	\$ 25	\$ 30,000
4	Earthwork cut/fill	1	LS	\$ 50,000	\$ 50,000
5	Seeding	2	ACRE	\$ 3,500	\$ 7,000
6	Hydro Mulch	2	ACRE	\$ 4,500	\$ 9,000
7	Aggregate Base Course CL 5	1150	TON	\$ 60	\$ 69,000
8	4" Concrete	5000	SY	\$ 70	\$ 350,000
9	Pedestrian Bridge	1	LS	\$ 150,000	\$ 150,000
10	Trailhead Sign	1	LS	\$ 6,000	\$ 6,000
11	Traffic Control	1	LS	\$ 5,000	\$ 5,000
12	Erosion Control	1	LS	\$ 10,000	\$ 10,000
Total Construction Cost =					\$ 756,000
Construction Contingency (10%) =					\$ 75,600
<b>Total Estimated Construction Cost =</b>					<b>\$ 831,600</b>

Bismarck Walk Audit Route



## Bismarck Walk Audit Scoring

Looking through all the submitted walk audit forms from Bismarck the scores were not on the same page, but I went through and looked at each submitted form and concluded that this form with the 3,1,0,-3 scoring represented the average scoring for each section the best. The reason for that is when comparing the form below to the rest of the audit forms, they have similar, or the same boxes checked. Also, on this document there are the submitted pictures for each section of the walk audit, along with some additional comments at the end.

3, 1, 0, -5



# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Bismarck

Location/Street Name(s): S. 3rd St/Indiana Ave Intersection (S/O)

Audit date: \_\_\_\_\_ Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): 25 Do the motorists appear to be obeying the speed limit(s)? NO

Total number of vehicle lanes: 5 The street is:  one-way  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island? NO

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

**YES | NO | OTHER** Skip any statements that don't apply

### THE SIDEWALK:

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks) EAST SIDE DRIVE
- 3. Is in good condition, without cracks or raised sections NO (S/O Int.)
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles) sign
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.) (Bismarck) Bis. Hotel S/O Intersection
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending (east) west
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

### THE STREET:

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

*4' Buffer  
5' sidewalk  
East side  
NO TRUNCATED  
RAMPERS on RAMPERS  
PAIR to POOR*

### THE PEDESTRIAN CROSSING SIGNALS:

- 1. Are working but not audible
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes 30 seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes 45 seconds)

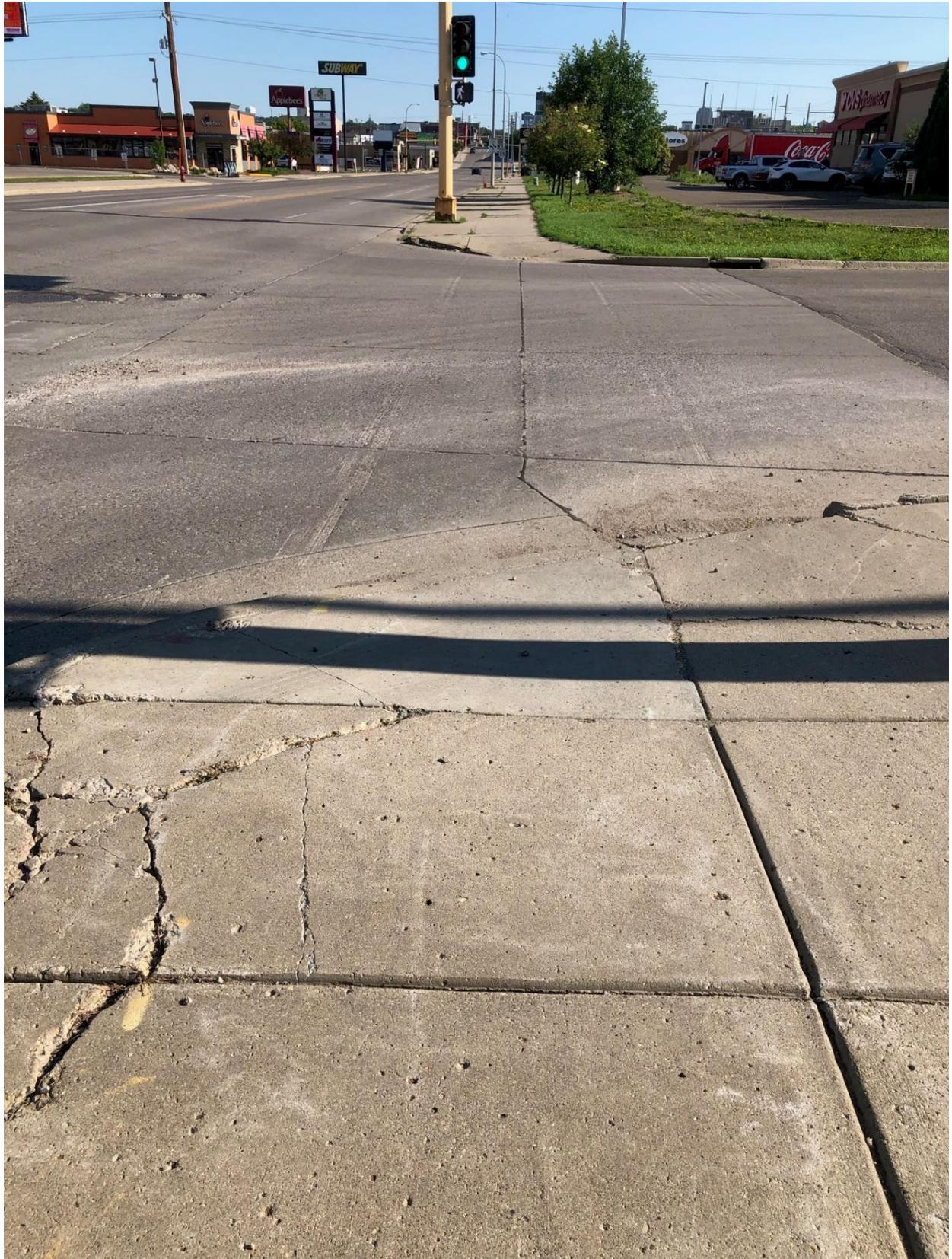
Consider using the "Build a Better Block" worksheet as well.

OVERALL: ACCEPTABLE TO MIXED

Walkability of the area, based on the findings above:  Great  Acceptable  Mixed  Poor

Pictures for S. 3<sup>rd</sup> St/ Indiana intersection

















# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Bismarck

Location/Street Name(s): S. 3rd Street - EAST Side

Audit date: \_\_\_\_\_ Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): 25 Do the motorists appear to be obeying the speed limit(s)? NO

Total number of vehicle lanes: 5 The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island? NO

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

YES | NO | OTHER Skip any statements that don't apply

### THE SIDEWALK:

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections & MOSTLY
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end) weird veer to street with utility cover just before
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another actual
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending ped x-ing
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street ex: curb cut

### THE STREET:

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks (By Civic Fleet) driveway or Arbor to west
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians MID-BLOCK KING HOTEL ONLY NOT BY CIVIC FLEET
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

### THE PEDESTRIAN CROSSING SIGNALS:

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds) imposed via use of oncoming traffic.
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

MOST OF THE SIDEWALK ON EAST SIDE OF 3RD IS ABOVE THE ACCEPTABLE LEVEL, BUT DOES NOT REACH "GREAT"

Walkability of the area, based on the findings above:  Great  Acceptable  Mixed  Poor

*UTILITY  
WASH OUT  
3  
driveway  
into Kings  
might  
-ODE SIB  
even*

*8' e Lucky's - ALL GOOD*

*crosswalk  
LANDSCAPE  
BUFFER  
OVERHANG APPROX 1'  
seem to push toward  
street*

*weird veer to street with  
utility cover just before  
actual  
ped x-ing  
CIVIC FLEET*

*MID-BLOCK V-ING  
e BLAZE + BUS HOTEL  
taken yesterday -  
conventions e HOTEL -  
center before island  
+ RRFB*

*narrows to 3'8"  
at manhole cover  
3rd e Arbor inter.  
falls no tactile no  
v-walk markings.  
stop bar recessed from  
traffic.*

Pictures of S. 3<sup>rd</sup> street



































# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Bismarck

Location/Street Name(s): S. 3rd Street/Bismarck Expy. Intersections

Audit date: \_\_\_\_\_ Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): 35 on Expy 25 on 3rd Do the motorists appear to be obeying the speed limit(s)? \_\_\_\_\_

Total number of vehicle lanes: 5 The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island? NOT HERE

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

YES | NO | OTHER Skip any statements that don't apply

### THE SIDEWALK:

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- N/A 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

### THE STREET:

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

### THE PEDESTRIAN CROSSING SIGNALS:

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment - volume level very low
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes 25 seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds) wait when button is pushed

*- This may occur with upcoming road reconstruct. Audibility low on NE*

*Accumulation of debris & bottoms of ramps an issue. Suggest community service a force to clean as project?*

*NW has stamped concrete*

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above:  Great  Acceptable  Mixed  Poor

S. 3<sup>rd</sup> street/ Bismarck expressway intersections pictures

























START CROSSING  
Watch For  
Vehicles



DON'T START  
Finish Crossing  
If Started



TIME REMAINING  
To Finish Crossing



DON'T CROSS

PUSH BUTTON  
TO CROSS →









# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Bismarck

Location/Street Name(s): S. 3rd Street, Bismarck Expy. to Arbor Ave. (West Side of 3rd)

Audit date: \_\_\_\_\_ Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): 25 mph Do the motorists appear to be obeying the speed limit(s)? \_\_\_\_\_

Total number of vehicle lanes: 5 The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island? NO

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

YES | NO | OTHER Skip any statements that don't apply

### THE SIDEWALK:

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

### THE STREET:

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

### THE PEDESTRIAN CROSSING SIGNALS:

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above:  Great  Acceptable  Mixed  Poor

3rd + Arbor X-ing North Better for peds - 3rd + Arbor X-ing East Poor

*-3 no curb*

*3 recall*

*-3*

*0*

*yes but see ramp coming*

*1 1/2" x e North end of Ever. driveway about 3.5% grade & e Kirkwood Park npts.*

*Arbor yes, 3rd no*

*same*

*stamped concrete at intersection x-ing area. Rest only curb between sidewalk & street. Sidewalk drops off to the east just no intersect. Has severe decline towards the street, note photo.*

*yes BUT ADA ramp at Arbor is diagonal and peds into less street*

*Ever Spring Driveway - than 3%?*

*poor shape - curb only operation - some curb gone!! 9 1/2' slope to street!!*

*\*S/B a buffer zone to house med. AS is, they are on sidewalk*



















# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Bismarck South side East Side

Location/Street Name(s): Arbor Ave. from 3rd St. to 2nd St.; S. 2nd St. from Arbor Ave. to Indiana Ave.

Audit date: \_\_\_\_\_ Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): 25 Do the motorists appear to be obeying the speed limit(s)? NO

Total number of vehicle lanes: 2 The street is:  one-way  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island? NO

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

YES | NO | OTHER Skip any statements that don't apply

### THE SIDEWALK:

- 1. Is separated from the street by a barrier or buffer (a curb, <sup>grass</sup>, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.) new on Arbor 2018 3 Driveways on Arbor 2 on 2nd into HOTEL PROPERTY
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end) BUT SLOPE OK
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending AT x-lanes
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

### THE STREET:

- 1. Has traffic lights and/or stop signs at intersections and crossings - no warranted
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians STOP BAR very visible traffic doesn't warrant sign/signals
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section) 2nd - good sidewalk would love street trees

### THE PEDESTRIAN CROSSING SIGNALS:

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

Sidewalk Good to Great  
Red X-ing Facilities Poor

Overall mixed

Walkability of the area, based on the findings above:  Great  Acceptable  Mixed  Poor

Minimal pictures of last section.







Scooter parking



Best practices example



From: Susan Dingle

To: Kim Riepl

Date: 11 July 2023

RE: Walk Audit—Random Observations

Kim—This is a collection of thoughts that have been roving around in my brain since the walk audit. These ones don't fit anywhere in the walk audit pages, I don't think, so I'm putting them in here.

Some problems will just be there, and there's probably not much the city can affordably and practically do about them, but perhaps they should be noted. Here goes:

1. After winter snowplowing and gravel and sand spreading, there is gravel and sand buildup on some but not quite all curb ramps. There also is dirt buildup. Some of it has been there long enough to give a growing place to weeds. None of these conditions makes the curb ramps easy to use, or indeed at all usable, for people using wheelchairs or walkers, and it may present problems to those who are a little less steady on their feet—such as those using canes, or those who maybe should. *Maybe people doing community service could assist on a cleanup here?*
2. It was interesting that two or three out of our five walk auditors wore one of those florescent yellow safety vests. They do get noticed! It seems that people gave us more time crossing streets and driveways and were more patient with us than what I have noticed when walking by myself or perhaps with one other person, just dressed in regular "civilian" clothes—you know, earth tones, pastels, and other non-standout colors. My thought to myself was, "I hope it doesn't become a matter of wearing a safety vest and maybe a hard hat in order to feel safe as a pedestrian or in order to get respected by drivers of vehicles."
3. We noted several times that the big, white "stop" rectangles on the street, maybe 5 to 8 feet from the sidewalk or curb, were too far back for drivers to be able to see oncoming traffic. Instead, drivers end up advancing to the sidewalk and maybe (only maybe, not always) backing up to let pedestrians cross in front of them while they wait for a break in vehicular oncoming traffic so they can cross or enter the roadway.
4. We also noted that the landscaping—trees and bushes—on the boulevards obscures the regulatory signs along the road (e.g., "no parking," "yield to pedestrians," "pedestrian crossing," "school zone," etc.). This is true all over town, not just on the walk audit streets. Personally, I do not want the city to give up the landscaping, but there may need to be some pruning and some sign relocation to make the signs more visible.
5. We also noted that there were some bicyclists on our route. Some were out bicycling for pleasure, and others were using their bicycles to get to work, go shopping, or otherwise to get around town. It seems a fair guess that this is a high-traffic corridor for vehicles and for bicycles. We would probably need to do a more systematic study to see what bicycles traffic was like along this stretch before recommending that a bike lane be added here.
6. This is NOT from the walk audit, but is from my observations, while walking around town. After the oil and rock have been laid over roadways, the city has been out repainting crosswalk lines, stop lines, and other lane markings. It's nice to see those highly visible markings again. Comparing the new crosswalk lines to the fading and broken up crosswalk markings elsewhere, I note that there are crosswalk lines on the roads, but not these are not the "Beatles" as our

The Bismarck Walk Audit was conducted on June 28, 2023, on the following streets:

- \* South 3<sup>rd</sup> Street from Indiana Ave. to Bismarck Expressway
- \* Arbor Avenue from S. 3<sup>rd</sup> St to S. 2<sup>nd</sup> St.
- \* South 2<sup>nd</sup> Street from Arbor Ave. to Indiana Ave.

+ Gravel and sand from winter street cleaning operations remained on the sidewalk in some spots. This material on the sidewalk hinders the comfortable movement of pedestrians. Efforts should be made (either by the City or property owners) to remove the sand/gravel in the spring.

+ Sidewalks were in generally good shape

+ There were some crosswalk locations where potholes would impede the movement of the mobility impaired and people with young children in strollers. As a pedestrian I have noticed that across our communities, crosswalk potholes do not seem to get addressed on a timely manner. Efforts need to be made to identify and repair crosswalk potholes. A case that I found egregious was in 2022 on the campus of Bismarck State College. At the Schafer Street/College Drive intersection the west side north to south crosswalk was in horrible condition from spring until fall. At BSC, there are maintenance staff out and about every day. They should have noticed this potholed crossing and taken action to get it filled in the spring of 2022.

+ Shrubs were beginning to encroach onto the sidewalk on the east side of 3<sup>rd</sup> Street. In some locations they were reducing the sidewalk operating width by one foot. When shrubs are planted adjacent to sidewalks it is imperative that proper pruning practices begin early in plant growth. City Forestry should develop, if they haven't already, an educational program for alerting property owners of proper pruning practices. In areas, such as South 3<sup>rd</sup> Street, when property development plats are progressing through the planning stage for those plants adjacent to sidewalks and streets a pruning plan should be required element in the plat approval process ;

+ The midblock crossing from the front door of the Bismarck Hotel is in a good location and functions well. It could be enhanced by a HAWK signal, especially during times of heavy motor vehicle traffic.

+ Sight distance for the advance pedestrian crossing and pedestrian crossing signs for the Bismarck Hotel midblock crossing are restricted by trees. What is the AASHTO recommended distance a motorist needs to view these signs based on the speed limit on 3<sup>rd</sup> Street? If that recommendation is met, we are okay. If it is not met, this can be corrected by proper pruning of the trees.

+ Hotels are located on the west side of 3<sup>rd</sup> Street and restaurants, shopping, and the Bismarck Event Center are located on the east side of 3<sup>rd</sup> Street. Highest pedestrian movements would most likely be occurring during conventions, tournaments, etc., that are being held at the Event Center. Pedestrian surveys during these times would give decision makers information as to their numbers, their movements, and how/where they cross 3<sup>rd</sup> Street and aid them in future enhancements for pedestrian safety.

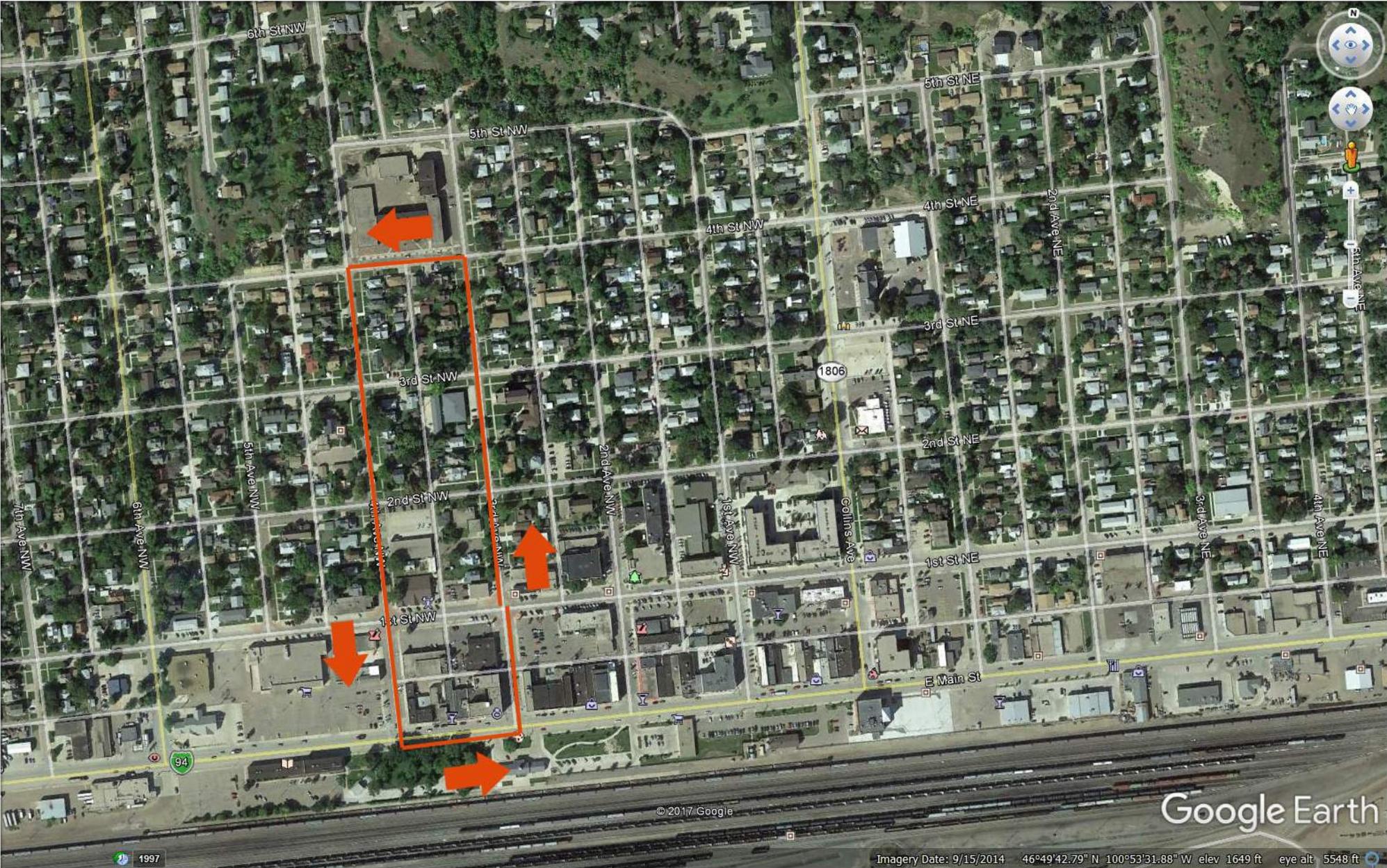
+ There were some areas where, due to construction restraints, the sidewalk was carried across driveways on the slope of the driveway. Depending upon the slope percentage, this could provide a difficult crossing for the mobility impaired.

+ The volume of the audible signals at the Bismarck Expressway intersection was too low for them to be heard. Our ears had to be within a foot of the speaker in order for the sound to be heard.

+ A bicycle rider was noticed on the east sidewalk north of the Expressway. Some people use bicycles, skateboards, and electric scooters as their means of transport. In areas such as South 3<sup>rd</sup> Street sidewalk widths should be increased to at least 8 feet, maybe 10.

Overall, this system of sidewalks functions well; but if maintenance and enhancements are not done on a regularly observed and scheduled basis conditions could deteriorate to the detriment of pedestrians.

Mandan Walk Audit Route



MEMORANDUM

To: Kimberly Riepl  
Transportation Planner  
Bismarck-Mandan Metropolitan Planning Organization

From: Bennett Kubischta

Subject: Walk Audits  
Conducted on June 28 & 29, 2023

Date: July 19, 2023

The following pages contain my observations of the Walk Audits that I was a part of on June 28<sup>th</sup> (Bismarck) and June 29<sup>th</sup> (Mandan). Some of my comments discuss areas that were not part of these Walk Audits. I included those to make a point of difficult and potentially difficult barriers to pedestrian movements. Also included are suggested improvements that would enhance these Walk Audit corridors and other areas around our community.

## Mandan

The Mandan Walk Audit was conducted on June 29, 2023 on the following streets:

- \* 3<sup>rd</sup> Avenue NW from Main St. north to 4<sup>th</sup> St. NW
- \* 4<sup>th</sup> Street NW from 3<sup>rd</sup> Ave. NW to 4<sup>th</sup> Ave. NW
- \* 4<sup>th</sup> Avenue NW from 4<sup>th</sup> St. NW to Main St.
- \* Main St. from 4<sup>th</sup> Ave, NW to 3<sup>rd</sup> Ave. NW

+ The walk audit extended from the commercial area of downtown Mandan into a longstanding residential area. The residential area appeared to be a low to moderate housing cost location. It is where one would expect to find that some of the residents might have limited means to personal transport and rely upon walking and public transportation.

+ Improvement to the homes in this area have occurred, and are continuing to occur, since the previous walk audit about five years ago. Overall, it is a pleasant residential community.

+ This residential area is one of Mandan's older neighborhoods. Previous street improvements consisted of asphalt overlays of the original surfacing. The roadway surfacing has filled in most of the gutters (inlets remain open) which most likely means that rainfall and spring melt does not drain efficiently which would impede pedestrian movements. Mandan, I believe, is in the process of planning projects to address the roadway and the underground utilities.

+ In a few locations, stop signs were placed in areas that were difficult for motorists to see or were mounted too high on their posts. Two locations are the southbound stop sign on 3<sup>rd</sup> Ave. NW at 1<sup>st</sup> St. NW. and the southbound stop sign at 4<sup>th</sup> Ave. and 1<sup>st</sup> St. These stop signs are placed on the sidewalk. There is diagonal parking which restricts the visibility of motorists to see the stop sign. Installation of a bulb outs would enable the stop sign to be placed in a more visible location and also provide a shorter distance across the street.

+ The last time 1<sup>st</sup> Street NW was rebuilt, colored concrete bulb outs were installed. With the diagonal parking on 1<sup>st</sup> St. these colored bulb outs give pedestrians crossing some semblance of added safety. In future reconstruction activities on this street constructing raised curb bulb outs would benefit pedestrian movements across 1<sup>st</sup> St. NW.

+ Bulb Outs – In the 1980s I wrote the environmental document/Project Concept Report for the reconstruction of the downtown street in the City of Devils Lake. Bulb outs were installed on that project. Forty years later the bulb outs are still there and they have been enhanced.

+ Main Street has become a very pedestrian friendly facility. The Depot area, and its adjacent facilities, is a warm and welcoming gathering place. In Crossing Main Street, I found that passage to be easy and non-threatening. The audible signals on Main were of sufficient volume to be heard several feet away from the speaker.

+ Boulevards in the residential areas on both 3<sup>rd</sup> and 4<sup>th</sup> Avenues are about 18 feet wide. For pedestrians, this distance is good separation from street traffic and provides a comfortable walking experience. The 18 foot width also provides a large area for storage of snow plowed

from the street, which should lessen the burden of homeowners in removing snow from the sidewalks.

+ The large boulevard provides excellent space for trees. The trees that are in the boulevard provide shade and a barrier between street traffic and pedestrians.

+ Sidewalks on 3rd Avenue, north of 1<sup>st</sup> St. NW varied from excellent to poor. At the Century Link building they are in a deteriorating condition and should be replaced.

+ Trees and shrubbery have restricted vertical clearance or completely obstructed sidewalks in a few locations. A vertical height restriction is on 3<sup>rd</sup> Ave. just north of 1<sup>st</sup> St. NW on the west side of the street. Proper pruning would easily correct this. At the southeast quadrant of the 4<sup>th</sup> St. NW/4<sup>th</sup> Ave. NW intersection, plant materials have completely obstructed the sidewalks. Both of these obstructions come from plants that are on the private property side of the sidewalk.

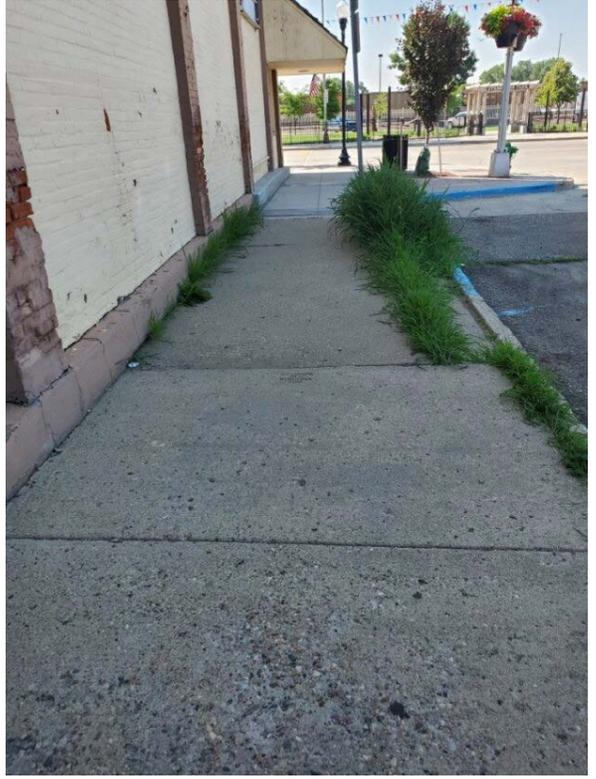
+ The most pleasing residential sidewalk was on 3<sup>rd</sup> Avenue and again just north of 1<sup>st</sup> St on the west side of the street. The front yard was fenced with a white picket style fence which was set about one foot away from the sidewalk. This homeowner designed and installed fence provides excellent shy distance for the sidewalk user. It also provides beauty and a barrier that separates the public way from the private home. What this homeowner did would be a good example to show others who interested in front yard enhancements.

+ Walkability of the areas covered in this Walk Audit vary greatly. Main Street is most excellent. The 1<sup>st</sup> St. NW crossings are about 60 feet across and pedestrian movements would be easier with raised curb bulb outs.

+ Most of 3<sup>rd</sup> Avenue and 4<sup>th</sup> Avenue north of 1<sup>st</sup> St. are conducive to pedestrian movements; however, the areas with blocked sidewalks and deteriorating concrete make a pedestrian's journey more difficult.











0, 1, 0, - 0



# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Mandan

Location/Street Name(s): 1st St NW / 3d Ave NW Intersection

Audit date: 06/29/2023 Start time: 9:30 AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): 25 Do the motorists appear to be obeying the speed limit(s)? Some

Total number of vehicle lanes: 2 The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island? no

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

**YES | NO | OTHER** Skip any statements that don't apply

### THE SIDEWALK:

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

*Light pole base encroach  
53" sidewalk width  
Signs on west side  
intersection 63' + 69" u*

*3  
or truncated  
dome*

### THE STREET:

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

### THE PEDESTRIAN CROSSING SIGNALS:

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

*Overall good  
Good but room  
to improve*

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above:  Great  Acceptable  Mixed  Poor

# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Mandan

Location/Street Name(s): 1st St NW / 3d Ave NW Intersection

Audit date: 06/29/2023 Start time: 9:30 AM AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): 25 mph Do the motorists appear to be obeying the speed limit(s)? \_\_\_\_\_

Total number of vehicle lanes: \_\_\_\_\_ The street is:  one-way  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island? no

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

YES | NO | OTHER Skip any statements that don't apply

### THE SIDEWALK:

*Sidewalk 7'*

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles) *generally*
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another *- generally*
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

### THE STREET:

- 1. Has traffic lights and/or stop signs at intersections and crossings *N/S*
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

### THE PEDESTRIAN CROSSING SIGNALS:

*Sk. p*

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above:  Great  Acceptable  Mixed  Poor

# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Mandan

Location/Street Name(s): 3rd Ave NW, west side, 3 blocks

Audit date: 06/29/2023 Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): 25 Do the motorists appear to be obeying the speed limit(s)? yes

Total number of vehicle lanes: 2-lane The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island? no

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

Score

YES | NO | OTHER Skip any statements that don't apply

### THE SIDEWALK:

- 1    1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping) Tree-trimming
- 1    2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
- 3    3. Is in good condition, without cracks or raised sections Varied
- 1    4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 0    5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.) SW 2nd/3rd
- 1    6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 3    7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 0    8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 3    9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street 50/50

### THE STREET:

- 0    1. Has traffic lights and/or stop signs at intersections and crossings 50/50
- 0    2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 0    3. Has crosswalks
- 0    4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 0    5. Has signage alerting drivers to the presence of pedestrians
- 0    6. Has a designated bicycle lane
- 0    7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

Terry Pilling

### THE PEDESTRIAN CROSSING SIGNALS:

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above:  Great  Acceptable  Mixed  Poor

# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Mandan

Location/Street Name(s): 4th Street NW (1 block)

Audit date: 06/29/2023 Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): 25 Do the motorists appear to be obeying the speed limit(s)? Yes

Total number of vehicle lanes: 2 The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island?

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

**YES | NO | OTHER** Skip any statements that don't apply

### THE SIDEWALK:

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks) *Poor*
- 3. Is in good condition, without cracks or raised sections
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

### THE STREET:

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

### THE PEDESTRIAN CROSSING SIGNALS:

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above:  Great  Acceptable  Mixed  Poor

*Sidewalks in better condition + more prominent would fix this all*

# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Mandan

Location/Street Name(s): 4th Avenue NW, (4 blocks)

Audit date: 06/29/2023 Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): 25 Do the motorists appear to be obeying the speed limit(s)? yes

Total number of vehicle lanes: 2 The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island?

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

**YES | NO | OTHER** Skip any statements that don't apply

### THE SIDEWALK:

- 1    1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping) *generally*
- 1    2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks) *mostly good*
- 1    3. Is in good condition, without cracks or raised sections *mostly*
- 1    4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles) *more in some downtown*
- 3    5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 3    6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 3    7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 1    8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 1    9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

### THE STREET:

- 1    1. Has traffic lights and/or stop signs at intersections and crossings *where necessary*
- 0    2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians *- 4th / 1st stop signs*
- 1    3. Has crosswalks
- 1    4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 0    5. Has signage alerting drivers to the presence of pedestrians
- 0    6. Has a designated bicycle lane
- 0    7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

### THE PEDESTRIAN CROSSING SIGNALS:

- 1. Are working *next sheet (intersections)*
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes 20 seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above:  Great  Acceptable  Mixed  Poor

# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Mandan

Location/Street Name(s): Intersection of 4th Ave NW & Main (crossing south) and E Main, south side, to 3rd Ave Intersection

Audit date: 06/29/2023 Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): 25 Do the motorists appear to be obeying the speed limit(s)? Some not a li

Total number of vehicle lanes: 3 The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island? No

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

YES | NO | OTHER Skip any statements that don't apply

### THE SIDEWALK:

- 1   1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 1   2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
- 3   3. Is in good condition, without cracks or raised sections
- 3   4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles) - good clear zone
- 3   5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 1   6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 3   7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 3   8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 3   9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

### THE STREET:

- 1    1. Has traffic lights and/or stop signs at intersections and crossings
- 3    2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3    3. Has crosswalks
- 3    4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 3    5. Has signage alerting drivers to the presence of pedestrians
- 1    6. Has a designated bicycle lane
- 3    7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

### THE PEDESTRIAN CROSSING SIGNALS:

- 3    1. Are working
- 3    2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3    3. Have audible prompts for people with vision impairment
- 3    4. Are placed in appropriate locations (if not, make note of where more are needed)
- 3    5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 3    6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above:  Great  Acceptable  Mixed  Poor

# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Mandan

Location/Street Name(s): E Main / 3rd Ave Intersection; 3rd Ave crossing n/o Main; 3rd Ave north to 1st St NW

Audit date: 06/29/2023 Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): 25 Do the motorists appear to be obeying the speed limit(s)? Yes - Most

Total number of vehicle lanes: 3 The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island?

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

**YES | NO | OTHER** Skip any statements that don't apply

**THE SIDEWALK:**

- 3    1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 3    2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
- 3    3. Is in good condition, without cracks or raised sections
- 3    4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 3    5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 3    6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 3    7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 3    8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 3    9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

**THE STREET:**

- 3    1. Has traffic lights and/or stop signs at intersections and crossings
- 3    2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3    3. Has crosswalks
- 3    4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 3    5. Has signage alerting drivers to the presence of pedestrians
- 0    6. Has a designated bicycle lane
- 3    7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

**THE PEDESTRIAN CROSSING SIGNALS:**

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above:  Great  Acceptable  Mixed  Poor



# Who's Using the Street — and Why?

Community Name: Mandan

Location/Street Name(s): \_\_\_\_\_

Audit date: \_\_\_\_\_ Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Use hash marks (###) for counting the number of people observed. (Yes, some will likely be counted more than once.)  
Use your best guess to determine each person's age range and reason for walking.

WHO'S WALKING?	NUMBER OF PEOPLE
Young children (e.g. elementary school students)	
Teens	
Adults	
Older Adults	
<b>HOW:</b>	
While pushing a baby stroller and/or walking with a child or children	
While using a mobility aid (i.e., a wheelchair, cane, walker)	
While riding a bicycle, scooter, skateboard or other mobility device	
<b>POSSIBLE REASONS:</b>	
Traveling to/from school	
Waiting for and/or heading to public transit	
Commuting to/from work	
Shopping and/or getting something to eat	
Walking/running for fitness	
Walking a dog	
Walking to a park or outdoor public space	
Just out for a walk	
Other/unknown	

**ALSO, WHO'S NOT WALKING?** Do the observed pedestrians represent the demographic composition of the neighborhood? If not, which segments of the population appear to be missing? Why might that be the case? (Use a notebook or the back of this worksheet to record these answers and observations.)

# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Mandan

Location/Street Name(s): 3rd Ave NW, west side, 3 blocks

Audit date: 06/29/2023 Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): 25 Do the motorists appear to be obeying the speed limit(s)? yes

Total number of vehicle lanes: 2 The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island? no

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

Sidewalk 72" - vinyl limit to 48"

YES | NO | OTHER Skip any statements that don't apply

SW 3rd + 2nd - poor + NW  
SW 3rd + 3rd - poor + NW

### THE SIDEWALK:

- 3    1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 3    2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
- 1    3. Is in good condition, without cracks or raised sections Block 1 - NO Block 2 - NO Block 3 - ok central intersection
- 1    4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles) Block 1 - NO Block 2 - NO Block 3 - NO  
(entry line to intersection ALL BLOCKS mixed)
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.) Block 1 - no (level)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending Divd out no inter. tactile where the street
- 3    9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

### THE STREET:

- 1. Has traffic lights and/or stop signs at intersections and crossings partial (side street + stop control)
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians yes - worse for further north you go
- 3. Has crosswalks no
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

### THE PEDESTRIAN CROSSING SIGNALS:

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

begins ok, gets progressively worse as you walk north - the sidewalks are a mix of good-mixed-poor. intersections are poor.

Walkability of the area, based on the findings above:  Great  Acceptable  Mixed  Poor

# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Mandan

Location/Street Name(s): 4th Street NW (1 block)

Audit date: 06/29/2023 Start time: 10:20 AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): 25 Do the motorists appear to be obeying the speed limit(s)? yes

Total number of vehicle lanes: 2 The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island? no

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

YES | NO | OTHER Skip any statements that don't apply

*this block has an ALLEY - there is not an indication of the sidewalk end*

**THE SIDEWALK:**

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping) *OR BY PARKING*
- 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections *cracks, some heaving, fair. Better than ally.*
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.) *drives are local - ally not*
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end) *except for the ally interruption*
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a *street ally*

**THE STREET:**

- 1. Has traffic lights and/or stop signs at intersections and crossings *some - side str stop*
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

**THE PEDESTRIAN CROSSING SIGNALS:**

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above:  Great  Acceptable  Mixed  Poor

# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Mandan

Location/Street Name(s): 4th Avenue NW, (4 blocks)

Audit date: 06/29/2023 Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): 25 Do the motorists appear to be obeying the speed limit(s)? \_\_\_\_\_

Total number of vehicle lanes: 2 The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island? no

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

YES | NO | OTHER Skip any statements that don't apply  
*Int: 4th + 3rd - poor*  
*4th + 1st - "send off" should not be a diagonal*

### THE SIDEWALK:

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping) *paid Block Absent*
- 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks) *Mid Block Abs.*
- 3. Is in good condition, without cracks or raised sections *poor e intersection*
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles) *Higher than Adj. Sidewalk*
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.) *off abel to streets*
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end) *Leoc*
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street *diagonal Ramps e 4th + 1st*

### THE STREET:

- 1. Has traffic lights and/or stop signs at intersections and crossings *some when warranted*
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians *exist-visibility questionable*
- 3. Has crosswalks *some*
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians *some colored pavement would like pavement markings in addition*
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

### THE PEDESTRIAN CROSSING SIGNALS:

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes 25 seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

*Overall: 1 mixed to poor*

Walkability of the area, based on the findings above:  Great  Acceptable  Mixed  Poor

# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Mandan

Location/Street Name(s): Intersection of 4th Ave NW & Main (crossing <sup>west</sup> south) and E Main, south side, to 3rd Ave Intersection

Audit date: 06/29/2023 Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): \_\_\_\_\_ Do the motorists appear to be obeying the speed limit(s)? \_\_\_\_\_

Total number of vehicle lanes: \_\_\_\_\_ The street is:  one-way  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island? no

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

**YES | NO | OTHER** Skip any statements that don't apply

### THE SIDEWALK:

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

*EXCEED AT Heritage Plaza. Slope grade too great, not ideal. Talked about potential fix but traffic considerations with current configuration of desired vehicle. Travel in PKG. LOT.*

### THE STREET:

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

*Crossing south to Main not west on 4th, RRFB - WORKS AS SHOULD*

### THE PEDESTRIAN CROSSING SIGNALS:

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic *N/A*
- 3. Have audible prompts for people with vision impairment *N/A*
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds) *if traffic stops*
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

*NO SCORE here since its RRFB*

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above:  Great  Acceptable  Mixed  Poor

# Sidewalks, Streets and Crossings SINGLE-LOCATION AUDIT

Community Name: Mandan

Location/Street Name(s): E Main / 3rd Ave Intersection; 3rd Ave crossing n/o Main; 3rd Ave north to 1st St NW

Audit date: 06/29/2023 Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): \_\_\_\_\_ Do the motorists appear to be obeying the speed limit(s)? \_\_\_\_\_

Total number of vehicle lanes: \_\_\_\_\_ The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island?

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

**YES | NO | OTHER** Skip any statements that don't apply

**THE SIDEWALK:**

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

**THE STREET:**

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

**THE PEDESTRIAN CROSSING SIGNALS:**

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above:  Great  Acceptable  Mixed  Poor



# Who's Using the Street – and Why?

Community Name: \_\_\_\_\_

Location/Street Name(s): \_\_\_\_\_

Audit date: \_\_\_\_\_ Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Use hash marks (///) for counting the number of people observed. (Yes, some will likely be counted more than once.)  
Use your best guess to determine each person's age range and reason for walking.

WHO'S WALKING?	NUMBER OF PEOPLE
Young children (e.g. elementary school students)	.
Teens	1
Adults	/// //
Older Adults	11
<b>HOW:</b>	
While pushing a baby stroller and/or walking with a child or children	
While using a mobility aid (i.e., a wheelchair, cane, walker)	
While riding a bicycle, scooter, skateboard or other mobility device	2 kids 11
<b>POSSIBLE REASONS:</b>	
Traveling to/from school	
Waiting for and/or heading to public transit	
Commuting to/from work	
Shopping and/or getting something to eat	1
Walking/running for fitness	1 resident + 10 cars
Walking a dog	
Walking to a park or outdoor public space	
Just out for a walk	
Other/unknown	

**ALSO, WHO'S NOT WALKING?** Do the observed pedestrians represent the demographic composition of the neighborhood? If not, which segments of the population appear to be missing? Why might that be the case? (Use a notebook or the back of this worksheet to record these answers and observations.)

# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Mandan

Location/Street Name(s): 1st St NW / 3d Ave NW Intersection

Audit date: 06/29/2023 Start time: 1am AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): ? Do the motorists appear to be obeying the speed limit(s)? Some

Total number of vehicle lanes: 2 The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island?

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

**YES | NO | OTHER** Skip any statements that don't apply

**THE SIDEWALK:**

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

**THE STREET:**

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

**THE PEDESTRIAN CROSSING SIGNALS:**

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above:  Great  Acceptable  Mixed  Poor

# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Mandan

Location/Street Name(s): 3rd Ave NW, west side, 3 blocks

Audit date: 06/29/2023 Start time: 9:15 AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): none Do the motorists appear to be obeying the speed limit(s)? \_\_\_\_\_

Total number of vehicle lanes: 1 ish / narrow The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island? no

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

YES | NO | OTHER Skip any statements that don't apply

*nice trees but needs trim*

### THE SIDEWALK:

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections *sticks strewn under trees*
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles) *some pits + cracks*
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another *SW corner of 2nd st / 3rd Ave*
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street *very bad paving*

### THE STREET:

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians *narrow streets - better for peds*
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians *3rd + 3rd - uncontrolled intersection*
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

### THE PEDESTRIAN CROSSING SIGNALS:

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above:  Great  Acceptable  Mixed  Poor

# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Mandan

Location/Street Name(s): 4th Street NW (1 block)

Audit date: 06/29/2023 Start time: 10:15 AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): \_\_\_\_\_ Do the motorists appear to be obeying the speed limit(s)? \_\_\_\_\_

Total number of vehicle lanes: 1<sup>ish</sup> The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island? No

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

**YES | NO | OTHER** Skip any statements that don't apply

**THE SIDEWALK:**

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping) *by parking*
- 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks) *concrete in poor condition*
- 3. Is in good condition, without cracks or raised sections
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

**THE STREET:**

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

**THE PEDESTRIAN CROSSING SIGNALS:**

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above:  Great  Acceptable  Mixed  Poor

# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Mandan

Location/Street Name(s): 4th Avenue NW, (4 blocks)

Audit date: 06/29/2023 Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): \_\_\_\_\_ Do the motorists appear to be obeying the speed limit(s)? \_\_\_\_\_

Total number of vehicle lanes: \_\_\_\_\_ The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island?

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

**YES | NO | OTHER** Skip any statements that don't apply

**THE SIDEWALK:**

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections *some heaving but fair*
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

**THE STREET:**

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

**THE PEDESTRIAN CROSSING SIGNALS:**

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above:  Great  Acceptable  Mixed  Poor

# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Mandan

Location/Street Name(s): Intersection of 4th Ave NW & Main (crossing south) and E Main, south side, to 3rd Ave Intersection

Audit date: 06/29/2023 Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): \_\_\_\_\_ Do the motorists appear to be obeying the speed limit(s)? \_\_\_\_\_

Total number of vehicle lanes: \_\_\_\_\_ The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island?

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

**YES | NO | OTHER** Skip any statements that don't apply

**THE SIDEWALK:**

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping) *by parking*
- 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

**THE STREET:**

- 1. Has traffic lights and/or stop signs at intersections and crossings *needs to be pulled into better view*
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

**THE PEDESTRIAN CROSSING SIGNALS:**

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

*Ramps should be oriented toward path of travel / crosswalk*

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above:  Great  Acceptable  Mixed  Poor



# Sidewalks, Streets and Crossings

**SINGLE-LOCATION  
AUDIT**

Community Name: Mandan

Location/Street Name(s): E Main / 3rd Ave Intersection; 3rd Ave crossing n/o Main; 3rd Ave north to 1st St NW

Audit date: 06/29/2023 Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Posted speed limit(s): \_\_\_\_\_ Do the motorists appear to be obeying the speed limit(s)? \_\_\_\_\_

Total number of vehicle lanes: \_\_\_\_\_ The street is:  one-way |  two-way

If more than one lane: Does the roadway have  a median and/or  a pedestrian island?

The street has:  no sidewalk  no sidewalk but needs one  no sidewalk but needs two  
 partial sidewalks  a sidewalk on one side of the street  sidewalks on both sides of the street

**YES | NO | OTHER** Skip any statements that don't apply

### THE SIDEWALK:

- 1. Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- 2. Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
- 3. Is in good condition, without cracks or raised sections
- 4. Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- 5. Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- 6. Is continuous (no segments are missing) and complete (it doesn't randomly end)
- 7. Is wide enough (at least 5 feet) for two people to walk side by side or pass one another
- 8. Has tactile ground surface indicators so pedestrians with vision impairment will know when the path is ending
- 9. Has a curb cut ramp (for use by wheelchairs, baby strollers, etc.) wherever it is interrupted by a street

### THE STREET:

- 1. Has traffic lights and/or stop signs at intersections and crossings
- 2. The traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- 3. Has crosswalks
- 4. The crosswalks are well marked and clearly visible to drivers and pedestrians
- 5. Has signage alerting drivers to the presence of pedestrians
- 6. Has a designated bicycle lane
- 7. Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

### THE PEDESTRIAN CROSSING SIGNALS:

- 1. Are working
- 2. Have a "push-to-walk" mechanism, meaning pedestrians can stop vehicle traffic
- 3. Have audible prompts for people with vision impairment
- 4. Are placed in appropriate locations (if not, make note of where more are needed)
- 5. Provide enough time to cross (indicate the amount of time: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)
- 6. Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: \_\_\_\_\_ minutes \_\_\_\_\_ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above:  Great  Acceptable  Mixed  Poor

# Who's Using the Street – and Why?

Community Name: \_\_\_\_\_

Location/Street Name(s): \_\_\_\_\_

Audit date: \_\_\_\_\_ Start time: \_\_\_\_\_ AM | PM End time: \_\_\_\_\_ AM | PM

Use hash marks (###) for counting the number of people observed. (Yes, some will likely be counted more than once.)  
Use your best guess to determine each person's age range and reason for walking.

WHO'S WALKING?	NUMBER OF PEOPLE
Young children (e.g. elementary school students)	
Teens	
Adults	
Older Adults	
<b>HOW:</b>	
While pushing a baby stroller and/or walking with a child or children	
While using a mobility aid (i.e., a wheelchair, cane, walker)	
While riding a bicycle, scooter, skateboard or other mobility device	
<b>POSSIBLE REASONS:</b>	
Traveling to/from school	
Waiting for and/or heading to public transit	
Commuting to/from work	
Shopping and/or getting something to eat	
Walking/running for fitness	###
Walking a dog	
Walking to a park or outdoor public space	
Just out for a walk	
Other/unknown	

**ALSO, WHO'S NOT WALKING?** Do the observed pedestrians represent the demographic composition of the neighborhood? If not, which segments of the population appear to be missing? Why might that be the case? (Use a notebook or the back of this worksheet to record these answers and observations.)



# BISMARCK-MANDAN MPO, ND

TOTAL POPULATION  
**90,740**

POPULATION DENSITY  
**745.79**

TOTAL AREA (sq. miles)  
**122**

# OF LOCAL BICYCLE FRIENDLY BUSINESSES **0**

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **0**

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Bismarck-Mandan MPO
High Speed Roads with Bike Facilities	35%	34%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	48%	19%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	11%	8%
Bike Month and Bike to Work Events	GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS QUARTERLY
Bicycle-Friendly Laws & Ordinances	GOOD	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 76K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	<b>3.2</b> /10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	<b>4.7</b> /10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	<b>4.3</b> /10
<b>ENFORCEMENT &amp; SAFETY</b> <i>Promoting safety and protecting bicyclists' rights</i>	<b>2.7</b> /10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	<b>5.3</b> /10

## KEY OUTCOMES

	Average Silver	Bismarck-Mandan MPO
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	<b>2.7%</b>	<b>0.27%</b>
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	<b>537</b>	<b>366.2</b>
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	<b>6.3</b>	<b>14.08</b>



## KEY STEPS TO SILVER



- » Adopt a Complete Streets policy and create implementation guidance and training for local staff. Ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- » Continue to expand the bike network and increase connectivity through the use of different types of bicycle facilities appropriate for the speed and volume of motor vehicle traffic on each road.
- » Continue to keep up the good work increasing the amount of high quality bicycle parking throughout the community, and upgrading the quality of existing bike parking to meet APBP standards. Adopt a bike parking ordinance for new and existing buildings that specifies the amount and location of secure, convenient, APBP-compliant bike parking available.

- » Begin making investments to improve bicycle access to transit and to support more multi-modal travel.
- » Expand bicycle safety education to be a routine part of education for students of all ages, and ensure that schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all K-12 schools.
- » Utilize and engage with the CDC's About Active People, Healthy Nation program to continue the MPO's good work promoting physical activity in Bismarck and Mandan.
- » **More Resources for Building a Bicycle Friendly Community:** [https://bikeleague.org/BFC\\_Resources](https://bikeleague.org/BFC_Resources)

**TO:** BMMPO Bicycle-Pedestrian Subcommittee Members  
**FROM:** Kim Riepl, MPO Transportation Planner  
**RE:** BMMPO Bike-Ped Subcommittee Q4 Meeting

There will be a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on **Tuesday, October 31, 2023 at 2:00pm - 3:00 pm.** The meeting will be held in the David Blackstead Conference Room - 2<sup>nd</sup> Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Virtual attendance via Teams is an option

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## AGENDA

1. Welcome & Introductions
2. Review of FY27 TA Applications
  - Sunrise Trail Connection
  - 8<sup>th</sup> Avenue NW-Mandan High School Pedestrian Trail
  - State Street Multi-Use Trail Rehabilitation
3. Scoring & Ranking Exercise
  - Review Goals & Objectives
  - Pairwise Ranking Sheet
4. Report Cards
  - Bicycle Friendly Community/League of American Bicyclists Report Card
  - Safe Routes Partnership Active Transportation Report Card
5. National Pedestrian Safety Month - October
  - Local Promotion 2023
  - Future Promotion by Subcommittee - add to Q3 meeting activities
6. Member Activities / Open Discussion / Next Meeting
7. Adjourn



DATE: 10/2/2023  
TO: BMMPO Bicycle-Pedestrian Subcommittee Members  
FROM: Kim Riepl, Bismarck-Mandan MPO

There was a meeting for the BMMPO Bicycle-Pedestrian Subcommittee on Tuesday, August 29, 2023 at 2:00 pm, held in the Blackstead Conference Room - 2<sup>nd</sup> Floor, City/County Office Building, 221 N. 5th Street, Bismarck, ND. Members also participated via Teams.

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### MEETING NOTES

#### 1. Welcome & Introductions

Allen Thompson, Andrew Stromme, Ben Kubishta, Ben Smith, Cole Higlin, Dave Leingang, Dave Mayer, Jason Doerr, Katie Johnke, Kim Riepl, Mark Berg, Susan Dingle, and Will Hutchings.

#### 2. Reviewed of Two-Tiered TA Application Process and Development Materials

- ❖ The MPO solicited for preliminary TA applications or TA project concepts August 2 with submittal deadline of Aug. 20. This is the first part of the two-tiered process. There is expected to be \$807,759 available for FY26 TA projects in urban communities with populations between 50,000 and 200,000.
  - Mandan's population is under 50,000 but must submit through MPO because is in the MPO area
  - Cole H-does Mandan compete against Bismarck and Grand Forks for the same money? Kim R unsure and Dave L looked on NDDOT website but couldn't find that information. Kim R will follow up on this.
- ❖ Kim R shared a timeline developed for the TA application process that is as follows:
  - August 1 - Solicit for preliminary TA applications or TA project concepts
  - August 20-25 - deadline for preliminary submittals
  - August 26-31 - Q3 Meeting to review preliminary TA concepts or applications
  - September 15-11 - Letters to LPAs who submitted prelim apps, will include any suggestions made by Subcommittee to enhance the application
  - September 12-18 - Final solicitation letter with submittal deadline ~Oct 14-20 (this begins the second phase of the two-tiered process)
  - TA Ranking Meeting before the end of the first week of November, then ranking results will be shared with MPO TAC and Policy Board at their November meetings
- ❖ Kim R shared and provided an overview of the materials developed by the Subcommittee to assist potential applicants in their TA application development. There was the TA checklist and the TA project types. These were provided to potential applicants as resources with the preliminary solicitation.

#### 3. Review of Submitted Preliminary FY26 TA Application

- ❖ One submittal received, BPRD's Sunset Trail Connection
- ❖ Subcommittee reviewed, Dave Mayer of BPRD was able to clarify and respond
- ❖ Kim R will send letter with recommendations to BPRD on September 15

#### 4. Walk Audits - June 2023

- ❖ Revisited routes used in 2017 as part of the development of the MPO Bicycle & Pedestrian Plan
  - ❖ Each audit had five participants (auditors)
  - ❖ Both audits were conducted in the morning and the weather was sunny and warm
  - ❖ Assessed sidewalk condition including width, smoothness, and obstructions, mid-block crossing if in existence, adjoining bicycle facilities, amenities for pedestrians such as shade, benches, etc., traffic volumes and speeds on adjoining roadway, intersections including ADA ramps and signals, crossing beacons and timing relative to roadway width.
  - ❖ Bismarck
    - June 28, 2023
    - Began at Indiana/3<sup>rd</sup> St. crossed to east side of 3<sup>rd</sup>. Walked south to 3<sup>rd</sup> St/Expy intersection on east side, crossed Expy to the south, then 3<sup>rd</sup> St to the west and Expy to the north. Walked west side of 3<sup>rd</sup> to Arbor, walked west 1 block to 2<sup>nd</sup> St then north to Indiana.
  - ❖ Mandan
    - June 29, 2023
    - Began at 1<sup>st</sup> St/3<sup>rd</sup> Ave NW, crossed to west side of 3<sup>rd</sup>. Walked north to 4<sup>th</sup> St NW, walked west to 4<sup>th</sup> Ave NW. Walked south to Main St, crossed 4<sup>th</sup> Ave NW to west side and then crossed Main St to the south side of Main. Walked east along Main St to 2<sup>nd</sup> Ave NW.
  - ❖ Photos and assessment sheets will eventually be compiled into a more formal report which can be used for things like TA applications
  - ❖ Subcommittee may want to consider walk audits at different times of the year and in different weather situations.
5. **Bicycle Friendly Community**
- ❖ The MPO area currently holds a Bronze designation as a Bicycle Friendly Community through the League of American Bicyclists, received in 2020 and good for 4 years.
  - ❖ Application must be renewed in 2024 and the new application requires more analytics and is geared to demographics and equity to a higher degree than the previous application
  - ❖ Will try to obtain a Silver designation
  - ❖ Renewal process will begin at beginning of 2024 and is due June 25, 2024.
6. **Member Activities/Open Discussion**
- ❖ Katie J - several BBPH sponsored bike bus opportunities
    - Will-Moore Elementary last spring
    - Liberty Elementary last Friday, about 45 riders
    - Liberty Elementary again this Friday (Sept 1) and Police Department to help escort
  - ❖ Katie J - Bike-ped safety in school classrooms, giving out helmets, Kids Safety Day in August gave out about 75 helmets to kids
  - ❖ October 4-Walk and Roll to School Day
8. **Adjournment / Next Meeting:** November 2023, Date/time TBD by Doodle Poll

Respectfully Submitted,

*Kim Riepl*

## TRANSPORTATION ALTERNATIVES

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### BICYCLE-PEDESTRIAN SUBCOMMITTEE

The proposed Transportation Alternatives (TA) scoring system has two components. First, all subcommittee members wishing to participate will review the applications and rank them in descending order. Members are encouraged to consider how the projects meet the TA-specific objectives of the Metropolitan Transportation Plan (MTP) listed and highlighted below. However, they ultimately rank on personal knowledge of area needs and which project is most required by community. The second component is a staff review and ranking. MPO staff will rank projects based only on the applications' ability to meet the three TA-specific MTP objectives.

#### **Safety and Security**

1A: Reduce the incidence of all motor vehicle and non-motor vehicle (pedestrian and cyclist) crashes, with an emphasis on serious injury and fatal crashes. This may include implementing improvements that are both proven Crash Reduction Measures at locations with an existing crash history or at locations without an existing crash history as a proactive improvement (SMO)

#### **Infrastructure Condition**

2B: Maintain street signage and visibility (SMO)

2C: Maintain the current bicycle and pedestrian system (SMO)

2E: Maintain traffic signals, lighting, and other transportation ITS assets at acceptable levels (SMO)

#### **Alternative Transportation Modes to Automobile Travel**

5C: Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan (SMO)

### **METHODOLOGY:**

**Step 1:** Subcommittee members rank applications using either a pairwise or straight ranking. Members must rank all applications or none of their votes will be accepted. The individual ranks of each application will be averaged, and the resulting 'average' score will be used in step 3.

**Step 2:** MPO staff will review the applications and score them according to the three TA-specific MTP objectives. If a project meets the objective all points are awarded. If the project does not meet the objective, no points are awarded. Objective 1A is 4 points; Objective 2B, 2C, and 2E are worth 1.66 points each (5 points collectively); and Objective 5C is 2.1 points. The applications with the most points of the group will be given a score of 1. Applications with the second most points will be scored 2, and so on.

**Step 3:** Score from step 1 and step 2 will be added together for each project to create a combined score.

**Step 4:** The top ranked construction project and the top ranked preservation project will be promoted as number 1 priorities. All remaining projects will be ranked in descending order according to the combined score or with a set priority (lesser than one) as determined by the Subcommittee.

### **APPROVAL AND SUBMISSION OF TA PRIORITIZATION:**

The prioritized list will be shared with the MPO's Technical Advisory Committee for their review. The TAC may choose to accept and promote or re-prioritize the applications. Their re-prioritization may include a promotion with no ranking. The MPO's Policy Board has the final authority on ranking of TA projects prior to submission to the North Dakota Department of Transportation.



# CHAPTER 3:

## Vision + Goals

### VISION FOR WALKING AND BICYCLING

The Bismarck-Mandan Bicycle and Pedestrian Plan's vision is to convey that bicycling and walking are safe, comfortable, and convenient choices for all people. In hopes of creating an environment in which people feel comfortable and safe to bicycle and walk in Bismarck and Mandan.

### PLAN GOALS

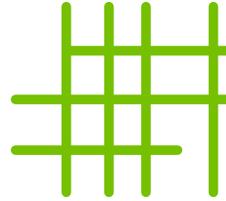
The five goals described in the following sections help to promote the vision for the Plan. They serve as pillars which will support the development of the proposed network and implementation strategies discussed later in the Plan. The goals will also guide the implementation of the 5 E's of the Plan: Engineering, Education, Encouragement, Enforcement, and Evaluation. It was important that the goals developed for this plan were in line with the goals outlined within the MPO Long Range Transportation Plan all while responding to comments received by the public during the development of the plan.



#### Goal 1: Network Use

**Increase the number of bicycling and walking trips made by people in Bismarck and Mandan.**

Once perceived and real barriers are removed, walking and biking can become a daily experience for all residents, employees, and visitors. A well-established network gives people the option to not only be healthier but, be environmentally friendly by choosing to walk or bike. Encouraging people to bike and walk more frequently increases the number of bicycling and walking trips made by people.



#### Goal 2: Connectivity

**Develop a connected network of bicycling and walking routes throughout both communities in partnership with local, regional and state partners. Connect bicycling and walking routes to community destinations and other transportation systems, including transit.**

The connectivity of bicycle and pedestrian routes to not only community destinations but other transportation systems can decrease vehicle miles traveled per person in Bismarck and Mandan while providing viable options to combine travel needs. Connectivity of routes that lead people to community destinations is important as it promotes bicycling and walking not as a form of leisure activities but as alternative modes of transportation.



#### Goal 3: Safety and Comfort

**Build and maintain safe and comfortable bicycling and walking facilities for people of all ages and abilities. Support driving, walking and bicycling behaviors that increase the safety of people who walk and bicycle.**

Promoting and encouraging safe behaviors from drivers, walkers, and bicyclists offers a level of predictability to a functional system. Predictability of modes in a shared space better ensures the safety of drivers, bicyclists and pedestrians. By creating an environment in which all individuals feel safe and comfortable, this can be a driving force in encouraging biking and walking.



## Goal 4: Maintenance

***Protect the public's investment in the bicycling and walking system over the long-term and ensure system accessibility all year round.***

Walking and bicycling can become a habitual part of daily life with a high-level of maintenance reliability. People will choose alternative modes of transportation when obstacles are reduced. The maintenance of public investment in the bicycling and walking system conveys the cities' commitment in trying to encourage people to bike and walk. It ensures people the permanency of these alternative modes of transportation.



## Goal 5: Planning

***As new commercial and residential projects are planned, integrate bicycle and pedestrian facilities with project designs during the development review process.***

Implementing improved facilities in the development review process not only increases opportunities to better allocate physical space needs, but property owners and developers reap the benefits of an enhanced public realm. By incorporating bicycle and pedestrian facilities in project designs during the development review process, this establishes a sense of permanency in advocating biking and walking in the community.



# CHAPTER 4: Engineering EXISTING BICYCLE AND PEDESTRIAN NETWORK

## Facilities

The Cities of Bismarck and Mandan are home to 516 miles of bicycle and pedestrian facilities, including sidewalks, multi-use trails, and on-street bicycle facilities. Other infrastructure investments to support bicycling and walking include bicycle racks and trail kiosks throughout both communities. Table 4-1 summarizes these facilities. Table 4-1 does not categorize off-road unpaved trails, as there was no available data for these routes. However, it was identified in the public comment period that these trails are a critical component of the bicycling and walking network in the community and should be preserved in the future.

Figure 4-1 illustrates the existing bicycle and pedestrian network in Bismarck and Mandan. It includes existing sidewalks, bicycle lanes, and multi-use trails.

Figure 4-2 illustrates known locations of existing bike racks in Bismarck and Mandan. This figure also shows community destinations that typically generate bicycling and walking trips, such as schools, employment centers, and civic facilities. This information was collected via crowd-sourcing by the Bismarck-Mandan MPO for the 2016 League of American Cyclists Bicycle Friendly Community application. In total, these bike racks provide 1,913 spaces for bike parking in the two communities. An estimated ten percent or less of these bike racks conform to the American Pedestrian and Bicycle Professional guidelines for secure bike racks. All of the bike parking are racks. In May 2017, one indoor bike parking facility was added in a downtown parking garage -on 6th and Thayer- and it conforms to APBP guidelines (bike corral). Additional bike parking facilities that were not identified by the Bismarck-Mandan MPO may exist.

Table 4-1: Existing Walking and Bicycling Facilities, 2016

Facility Type	Description	Miles
Sidewalks	Sidewalks are located on most streets in Bismarck and are typically located on both sides of the street once a property is developed.	437 miles in Bismarck (No data in Mandan)
Multi-use trails	These trails are separated from the roadway and used for bicycling, walking, running, or other non-motorized activities. There are multi-use trails in both Bismarck and Mandan. Many of these trails continue past city limits into Morton County and Burleigh County.	52 miles in Bismarck 18 miles in Mandan
Bicycle Lanes	Some roads in Bismarck include dedicated bicycle lanes, which are between 4 and 6 feet wide and marked with paint.	4 miles in Bismarck
Shared Road Routes	Some residential and collector roads in Bismarck are marked with Share the Road signs and/or street markings to encourage motorists to make space for bicyclists.	5 miles in Bismarck
Bike Racks	The Bismarck-Mandan MPO conducted a recent count of bicycle racks in the two cities. This map shows known locations of these racks.	136 Racks
<b>TOTAL</b>	<b>516 miles of pedestrian and bicycle facilities</b>	<b>136 bike racks</b>

Figure 4-3 illustrates bicycle and pedestrian crashes in Bismarck and Mandan between 2012 and 2016. In total, there were 87 bicycle and 129 pedestrian crashes during the five year period. Of these, fifteen bicycle crashes and thirty-three pedestrian crashes required emergency response. Without a counting system in place to understand the total number of bicyclists and pedestrians using the network, it is hard to develop a bicyclist or pedestrian crash rate. Little data exists to generate a crash rate that compares the total number of bicycle and pedestrian crashes with the total number of network users.

**Bis-Man MPO TA Ranking  
Pairwise Comparison Chart  
10/31/2023**

**Instructions:**

All TA projects have been assigned letters, A, B, or C. Each WHITE box in the pairwise ranking compares two letters projects against one another. Select the letter of the project you feel has greater priority between Project A and Project B and type that LETTER in the white box in Row A, Column B. Next, compare Project A against Project C and type the letter of your higher priority project in the C column of Row A. Finally, compare Project B against Project C and record the letter of the project you feel to have the higher priority of the two in Column C of Row B. Do NOT enter any value in the GREY boxes.

The SCORES of your selections will fill automatically at the bottom of the Excel table. Using the numbers 1-3, ENTER A MANUAL RANK for Projects A-C below the SCORES in the **RANK** Row. This number is based on the numbers for each letter as shown in the SCORE Row. The project with the highest score will be ranked 1 and the project with the lowest score will be ranked 3. (Example: Imagine SCORES for D, E, and F are 2, 0, and 1, respectively. The RANK would then be 1 for Project D, 3 for Project E, and 2 for Project F)

	A	B	C	D	E	F	G
A							
B							
C							
D							
E							
F							
G							
	A	B	C	D	E	F	G
SCORE	0	0	0	0	0	0	0
RANK							

PROJECTS	
A	8th Ave NW -Mandan High School Pedestrian Trail
B	State Street Multi Use Trail Rehabilitation
C	Sunrise Trail Connection
D	
E	
F	
G	

# NDDOT Transportation Alternatives Grant Application FY 2026

Sunrise Trail Connection  
Sunrise Park to East Century Avenue



## NDDOT Transportation Alternatives Grant Application

1. **Project Name:** Sunrise Trail Connection – East Century Avenue to Sunrise Park
2. **Project Location:** Bismarck, North Dakota
3. **Project Contact:** Bismarck Parks and Recreation District (BPRD)
4. **Contact Person:**  
Kevin Klipfel, Executive Director  
Bismarck Parks and Recreation District (BPRD)  
400 East Front Avenue Bismarck, ND 58504  
701-222-6455 kklipfel@bisparcs.org
5. **Project Sponsor:** City of Bismarck
6. **Sponsoring Official:**  
Gabe Schell, City Engineer  
City of Bismarck  
221 North 5th Street, Bismarck, ND 58501
7. **Project Description:**  
The proposed project includes a trail extension of the well-utilized Sunrise Trail from the East Century Avenue extension north to Sunrise Park. Sunrise Trail is currently part of a safe and accessible trail connection to Sunrise Park and Sunrise Elementary School from many residential subdivisions and with this connection, can also serve as a commuter and recreational trail connection to the East Century Trail, 43<sup>rd</sup> Avenue Trail and all businesses in the heart of northeast Bismarck. *Please refer to Exhibit 1, Project Location Map.*  
  
The **Sunrise Trail connection** would be a 10' shared use concrete trail that will begin where the existing trail ends in Sunrise Park and go south to the future Century Avenue extension, approximate **858 LF**. The new trail connection would add .16 miles to the trail system in northeast Bismarck. The proposed trail project also includes a drainageway crossing to allow for safe and accessible connection from Sunrise Park to the greater E. Century Avenue Trail and the entire community trail system. *Please refer to Exhibit 1, Project Location Map.*
8. **Project Cost:**  
The estimated construction cost of the proposed trail segment is \$ 591,800 including a 10% contingency. Federal funds in the amount \$ 473,440 are requested. The construction cost does not include any local costs of topographic survey, utility relocation, right-of-way acquisition, or preliminary and construction engineering. The remaining balance of the project will be budgeted and funded from the BPRD General Construction Fund. *Please refer to a detailed Preliminary Cost Estimate, Exhibit 4.*
9. **What TAP category best fits your project?**  
Category A: Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.

**10. Supporting Data:**

- 1) Is this project part of an identified tourism, recreation or transportation plan and if so, explain?
  - a. The **Arrive 2045 Metropolitan Transportation Plan (MTP)** highlights the need for safe trail alternatives to traditional transportation options, including Objective 5C: “Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan”.
  - b. The Sunrise Trail Extension is identified in the Active Mobility Plan portion of the **Together 2045 – Bismarck’s Comprehensive Plan** as a needed trail connection. See Exhibit 5.
  - c. The **Bismarck Mandan MPO Bicycle and Pedestrian Master Plan** includes five goals for the community, and this proposed project helps to fulfill all five goals.
  - d. The **2023-2028 State of North Dakota State Comprehensive Outdoor Recreation Plan – Recreational Trail Needs** identifies that Region 7, which includes Burleigh County, the primary need is non-motorized trails. In addition, the **Bismarck Parks and Recreation District conducted a community survey** in 2023 and paved recreational trails ranked #2 in importance of recreational amenities. See Exhibit 5.
- 2) Is your project tied to another project? If so, please explain.

The proposed trail connections would tie into the Century Avenue Trail, Sunrise Trail and the larger trail system in northeast Bismarck. The funding of the proposed project is not directly tied to any other trail project.
- 3) How does your project fit with similar projects in your community and/or region?

Bismarck Parks and Recreation District maintains over 55 miles of paved trails and is committed to providing a comprehensive trail system for the betterment of the entire community. Currently, BPRD is constructing and replacing segments of the trail system throughout the area to continue that commitment to residents and visitors of the community.
- 4) Provide the names of governmental agencies that are in support of this project. Also, please state if there is support from the general public, other groups and organizations.
  - a. Bismarck Parks and Recreation District
  - b. City of Bismarck
  - c. Bismarck-Mandan Metropolitan Planning Organization

**11. Public Accessibility:**

Bismarck Parks and Recreation District will own and maintain the trail. In addition to regular maintenance to keep the trails in good condition, BPRD also clears the trails in the winter to allow for use year-round. BPRD strives to meet and exceed all ADA guidelines when planning and maintaining trails.

**12. Matching Funds Provided By:**

Bismarck Parks and Recreation District will provide matching funds.

**13. Will Right of Way For This Project Be Needed?**

No. The trail alignment will be on BPRD-owned property or the City of Bismarck easement.

**14. Maintenance of This Project Will Be Provided By:**

The Bismarck Parks & Recreation District will provide the required trail maintenance.

**15. Environmental Impacts**

- 1) Land Use -The land use adjacent to the proposed trail includes recreational/public use and residential. There are minimal negative impacts to land use as a result of this trail.
- 2) Farmland -No farmland will be affected as a result of the trail.
- 3) Social -This project is expected to have a positive impact upon the neighborhood and the community as a whole. The trail will continue to allow access to various recreational areas, businesses, schools, parks, public facilities, and neighborhoods through alternate modes of transportation.
- 4) Economic -The positive economic benefits to the immediate area are expected to be small. The economic benefit of trails in general, to the community as a whole, is much greater.
- 5) Relocation -Neither people or businesses will be relocated by this project.
- 6) Wetlands -This proposed trail corridor does cross designated wetlands and would be permitted through the US Army Corps of Engineers. BPRD will use all best practices to ensure that any wetlands are as undisturbed as possible.
- 7) Flood Plain - The proposed trail does not go through the floodplain.
- 8) Threatened or Endangered Species -There are no threatened or endangered species within or along the project corridor.
- 9) Cultural Resources - There are no known cultural resources within this development area.
- 10) Hazardous Waste -There are no known hazardous waste sites within the project area.

**16. Signatures**

Contact Person: \_\_\_\_\_ Date: \_\_\_\_\_  
Kevin Klipfel, BPRD Executive Director

Sponsoring Official: \_\_\_\_\_ Date: \_\_\_\_\_  
Gabe Schell, City Engineer

MPO Official: \_\_\_\_\_ Date: \_\_\_\_\_

**17. Attachments**

- Exhibit 1 – Project Location Map
- Exhibit 2 – Trail Site Plan
- Exhibit 3 – Pedestrian Path Easement Map
- Exhibit 4 – Preliminary Cost Estimate
- Exhibit 5 – Community Plan Support
- Exhibit 6 – Existing Conditions
- Exhibit 7 – BPRD Board of Park Commissioner Minutes
- Exhibit 8 – City of Bismarck Endorsement
- Exhibit 9 – MPO Endorsement

Exhibit 1 – Project Location Map



Exhibit 2 – Trail Site Plan

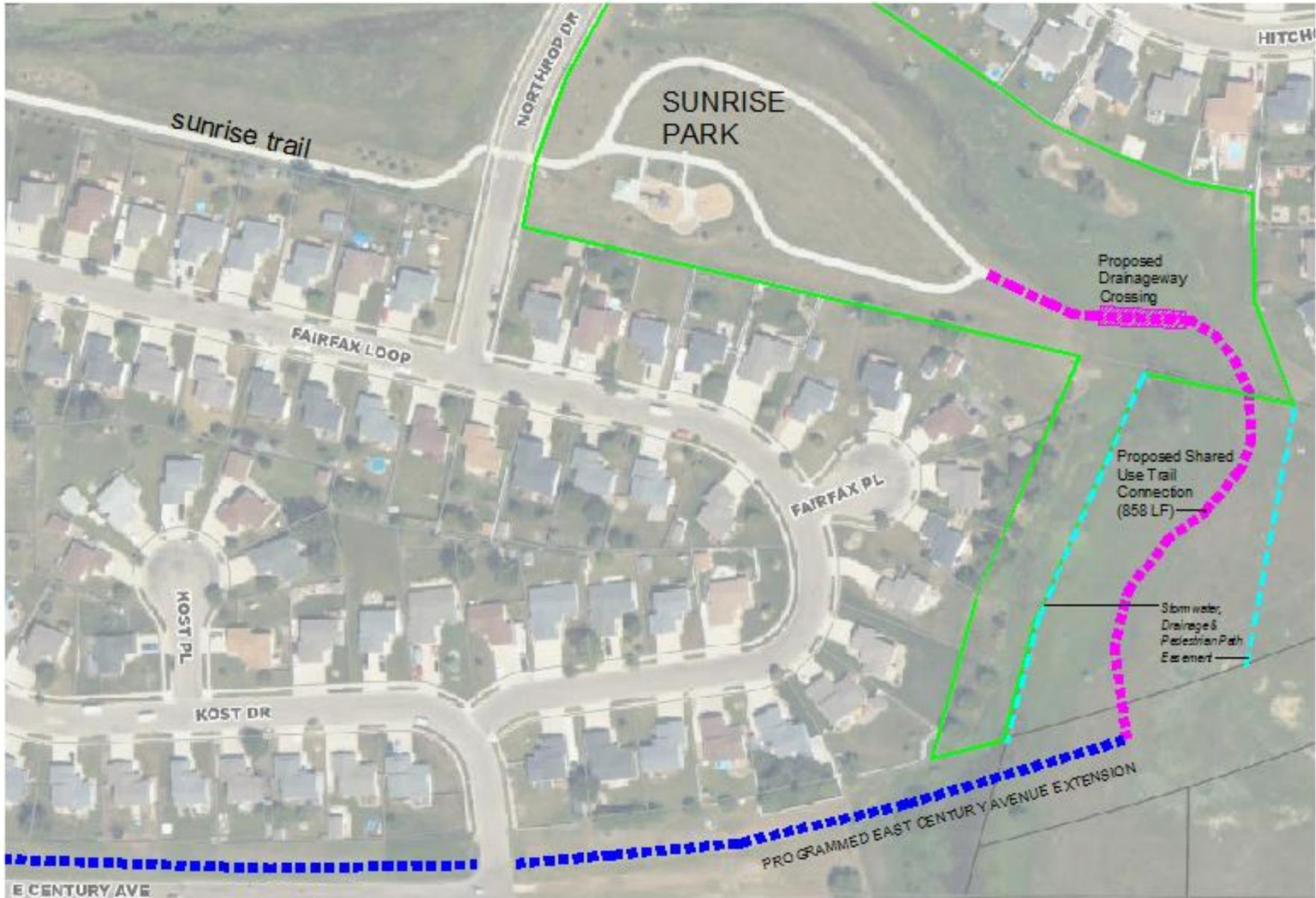


Exhibit 3 – Easement Map

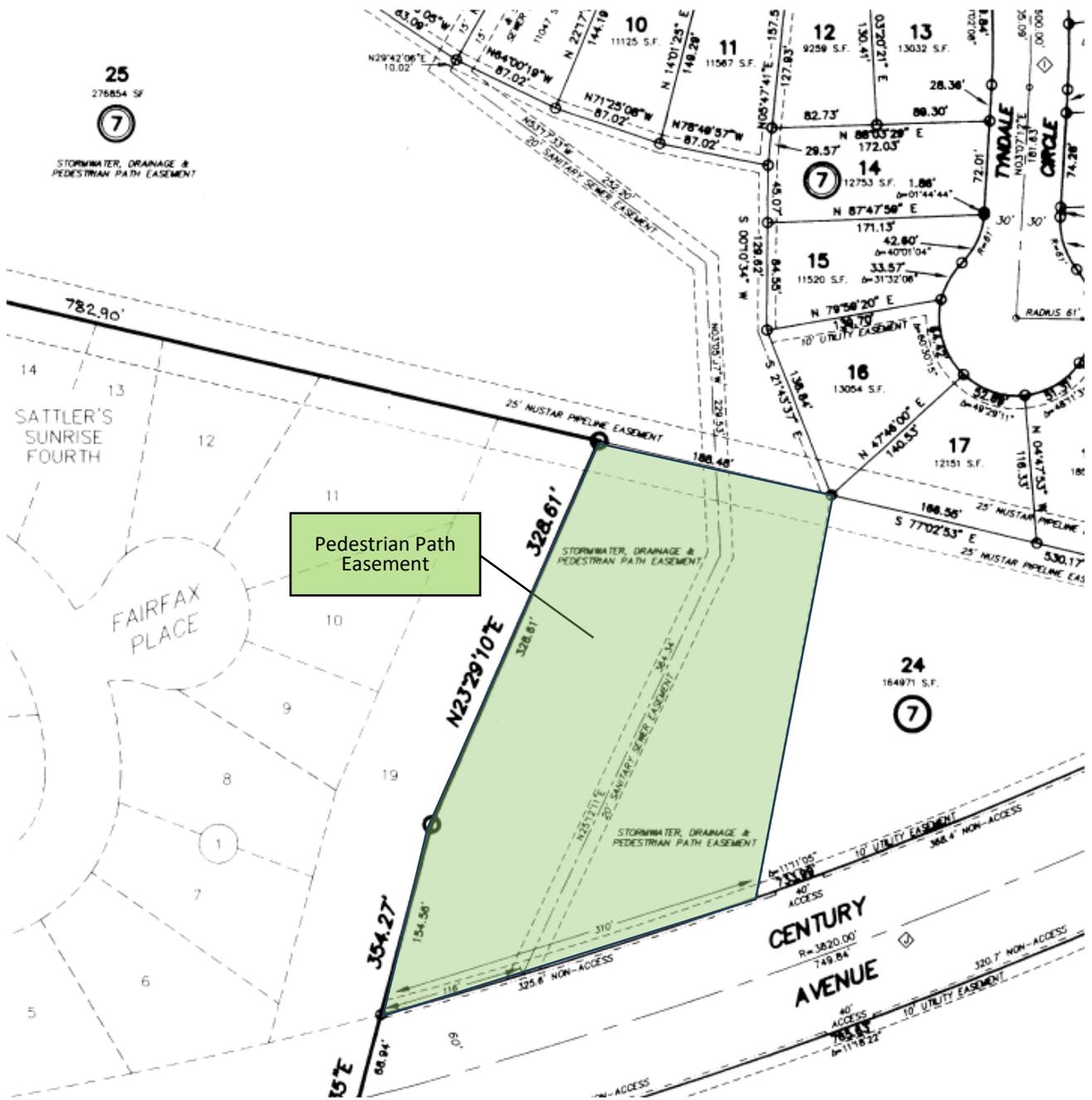


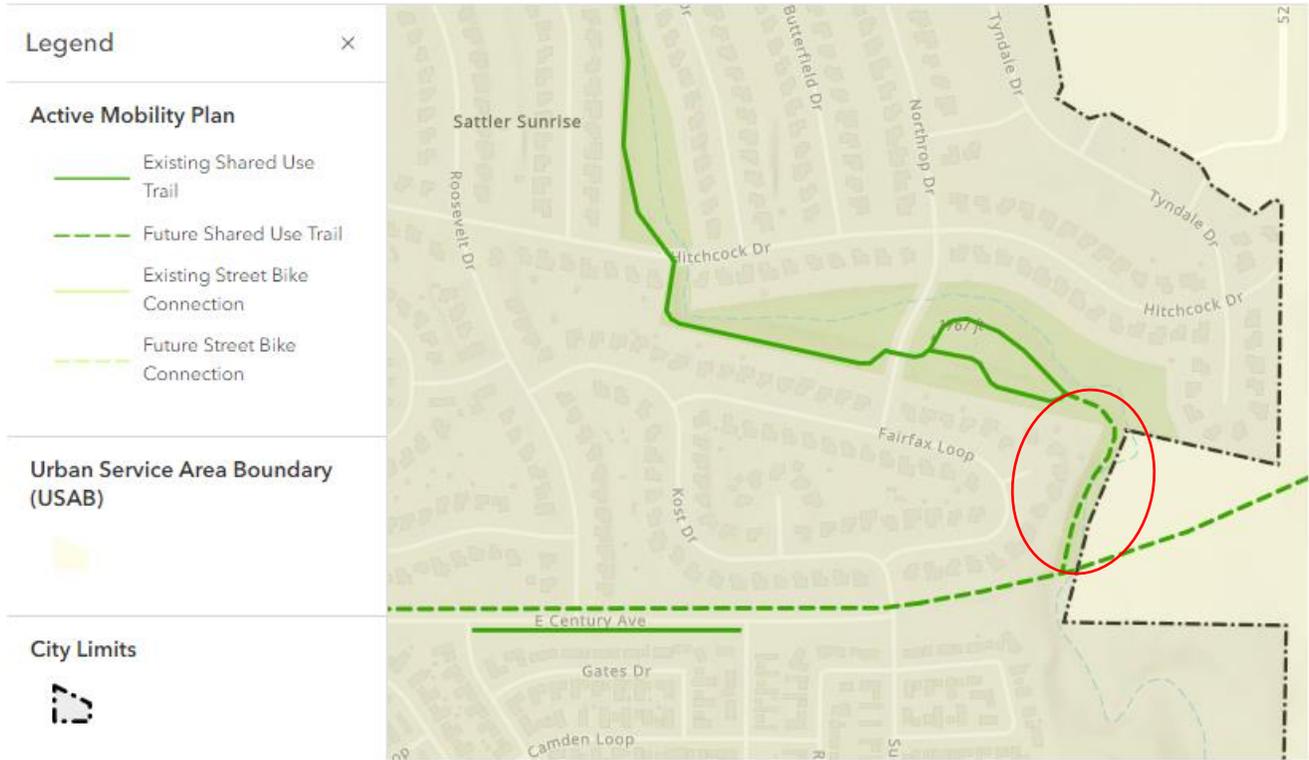
Exhibit 4 – Preliminary Cost Estimate

Sunrise Trail Extension					
East Century Avenue to Sunrise Park					
Estimated Total Trail Length = 858 LF (.16 miles)					
Preliminary Opinion of Cost					9/15/2023
Item	Description	Quantity	Unit	Unit Price	Total
1	Mobilization	1	EA	\$ 40,000	\$ 40,000
2	Contract Bond	1	EA	\$ 7,000	\$ 7,000
3	Topsoil (remove and replace)	1200	CY	\$ 35	\$ 42,000
4	Earthwork cut/fill	1	LS	\$ 50,000	\$ 50,000
5	Seeding	2	ACRE	\$ 3,500	\$ 7,000
6	Hydro Mulch	2	ACRE	\$ 4,500	\$ 9,000
7	Aggregate Base Course CL 5	1150	TON	\$ 60	\$ 69,000
8	4" Concrete	900	SY	\$ 70	\$ 63,000
9	Pedestrian Bridge	1	LS	\$ 230,000	\$ 230,000
10	Trailhead Sign	1	LS	\$ 6,000	\$ 6,000
11	Traffic Control	1	LS	\$ 5,000	\$ 5,000
12	Erosion Control	1	LS	\$ 10,000	\$ 10,000
Total Construction Cost =					\$ 538,000
Construction Contingency (10%) =					\$ 53,800
Inflation (5% per year) =					\$ 88,770
<b>Total Estimated Construction Cost =</b>					<b>\$ 680,570</b>

Exhibit 5 – Community Plan Support

**Together 2045 – Active Mobility Plan**

<https://bismarck.maps.arcgis.com/apps/mapviewer/index.html?webmap=41ebfa037ff2460889570fc3300f89eb>



**Bismarck Parks and Recreation District 2023 Community Input Survey Results**

<https://www.bisparks.org/wp-content/uploads/2023-Community-Input-Survey-Results.pdf>

What new or **additional outdoor** parks and recreation facilities would you and/or members of your household be interested in having developed or enhanced?



Exhibit 6 – Existing Conditions



View from Sunrise Park loop trail looking east





View from E. Century ROW looking east





Bird's eye view looking east



Bird's eye view looking west

Exhibit 7 – BPRD Board of Park Commissioners Minutes

MINUTES OF THE BOARD OF PARK COMMISSIONERS  
September 21, 2023

The Board of Park Commissioners held their regular meeting on September 21, 2023 in the Tom Baker meeting room of the City/County Building. President Gilbertson called the meeting to order at 5:15 pm. Commissioners Jeske, Jordan, Odell and Zimmerman were present. The pledge of allegiance was said. President Gilbertson asked for a moment of silence to honor Burleigh County Commissioner Becky Matthews who passed away.

Commissioner Jeske moved to approve the agenda as presented. Commissioner Jordan seconded the motion, and the voting went as follows: Ayes: Commissioners Jeske, Jordan, Odell, Zimmerman and President Gilbertson. The nays being none, the motion carried.

Finance Director Kathy Feist provided an overview of the 2024 proposed budget. President Gilbertson opened the public hearing on the 2024 budget. He asked three times for anyone opposed to or concerned with the budget to appear before the Board. He then asked three times for anyone in favor of the budget to appear before the Board. Nobody appeared before the Board. President Gilbertson closed the public hearing.

Commissioner Jordan moved to approve the second reading of the 2024 budget and approve the mill levy. Commissioner Jeske seconded the motion, and the voting went as follows: Ayes: Commissioners Jeske, Jordan, Odell, Zimmerman and President Gilbertson. The nays being none, the motion carried.

Commissioner Jeske moved to adopt the 2024 operating budget. Commissioner Odell seconded the motion, and the voting went as follows: Ayes: Commissioners Jeske, Jordan, Odell, Zimmerman and President Gilbertson. The nays being none, the motion carried.

Facilities and Programs Director Mike Wald recognized local award winners from the North Dakota Recreation & Park Association's (NDRPA) annual conference. The Partnership Award honors organizations that developed a successful partnership to create a program that benefits the community, region or state and increases awareness of the importance of parks, recreation, and leisure services in quality of life. Bismarck Public Schools and the City of Bismarck were recognized at the NDRPA Awards Banquet on September 13 for their partnership with Bismarck Parks and Recreation District for the Local Foods Program.

The Outstanding Young Professional Award honors NDRPA members with less than 10 years of experience who are age 35 or younger that have shown leadership and commitment to the field of parks and recreation. Facilities Manager Dylan Thiem received this award.

Commissioner Jeske moved to approve the following items on the consent agenda:

- Consideration of August 17, 2023 Board meeting minutes.
- Consideration of the following professional consultant's selection and agreements:
  - Meridian Drive to General Sibley Park Trail Project
  - Bismarck Municipal Ballpark Project
  -
- Consideration of the following agreements/addendums:
  - Bismarck Youth Baseball field use agreement extension
  - Bismarck Public Schools ice arena use agreement
  - Bismarck Hockey Boosters ice agreement addendum
- Approval of the following:
  - **Submit a Transportation Alternatives Grant application to the North Dakota Department of Transportation for fiscal year 2026**
  - Call for 2024 equipment, vehicles and golf cart bids

Commissioner Zimmerman seconded the motion, and the voting went as follows: Ayes: Commissioners Jeske, Jordan, Odell, Zimmerman and President Gilbertson. **The nays being none, the motion carried.**

The next regular Board meeting will be held October 19, 2023 at 5:15 pm in the Tom Baker Meeting Room. The meeting was adjourned at 5:35 pm.



## City Administration

**TO:** Gabe Schell, City Engineer

**DATE:** September 27, 2023

**FROM:** Jason Tomanek, Assistant City Administrator

**SUBJECT:** North Dakota Department of Transportation Transportation Alternatives Funding Solicitation

The Board of City Commissioners met on Tuesday, September 26, 2023, and considered the request to pursue NDDOT Transportation Alternatives Program Funding.

The Commission considered the request to pursue the NDDOT Transportation Alternatives (TA) funding for Sunrise Trail extension from Sunrise Park to Century Avenue contingent on BPRD approval and rehabilitation of the multi-use trail along US 83/State Street from Divide Avenue to Calgary Avenue and approved it as presented.

# NDDOT Transportation Alternatives Program Application FY 2026

8<sup>th</sup> Ave NW – Mandan High School Pedestrian Trail

FY 2026

## NDDOT's Transportation Alternatives Program Application

- 1. Project Name** 8<sup>th</sup> Ave NW – Mandan High School Pedestrian Trail
- 2. Project Location** Mandan, North Dakota
- 3. Project Contact** City of Mandan
- 4. Contact Person** Jarek Wigness, City Engineer  
City of Mandan  
205 Second Ave NW  
Mandan, ND 58554  
(701) 667-3225  
[jarek.wigness@cityofmandan.com](mailto:jarek.wigness@cityofmandan.com)
- 5. Project Sponsor** City of Mandan
- 6. Sponsoring Official** Mr. Tim Helbling, Mayor  
205 Second Avenue NW  
Mandan, ND 58554  
(701) 667-7460  
[Tim.helbling@cityofmandan.com](mailto:Tim.helbling@cityofmandan.com)

### **7. Project Description**

The project consists of construction of a new pedestrian trail connecting to the existing pedestrian trail that ends at the intersection of 8<sup>th</sup> Ave NW and 24<sup>th</sup> St NW. The project will consist of 1,000 linear feet of 8-foot-wide concrete trail paralleling 8<sup>th</sup> Ave NW from 24<sup>th</sup> St NW to 27<sup>th</sup> St NW. To construct the trail, the ditch along 8<sup>th</sup> Ave NW will be filled in and an 18" storm sewer pipe will be installed in the existing ditch to maintain drainage. ADA ramps will be installed as necessary along the trail. The project is located near the new Mandan High School, scheduled to open in August 2024. There is a segment of missing pedestrian trail at this location.

### **8. Project Cost**

The estimated construction cost of the proposed trail is \$580,000.00 including a 10% contingency to allow for items, conditions, or events which are uncertain at this time. The estimated cost also includes a 12% inflationary rate for year of expenditure dollars (FY 2026). The city is requesting a \$464,000.00 grant to cover 80% of project costs.

### **9. What TA Category Best Fits Your Project?**

Category A: Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. With the new high school being constructed, there is a need to construct this segment of trail.

### **10. Supporting Data**

- a. Is your project part of an identified recreation or transportation plan?

- i. *Arrive 2045*, the Bismarck-Mandan Metropolitan Planning Organization's (BMMPO) Metropolitan Transportation Plan has a strong bicycle and pedestrian trail priority. Goal 5 of *Arrive 2045* is to increase alternative transportation modes to automobile travel, with a critical objective to:

Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan.
- ii. The Bismarck-Mandan Bicycle + Pedestrian Plan's goals three and four reference maintaining safe and comfortable bicycle facilities for people of all ages and protecting the public's investment in the bicycling system over the long-term.
- iii. The 2015 Mandan Land Use & Transportation Plan identifies the Northwest Growth Area surrounding the new Mandan High School, where the proposed project is to take place, as one of the highest anticipated growth areas.
- iv. The Mandan Parks & Recreation Plan 2021-2023 Strategic Plan states an initiative to prioritize use of resources in operation and align the District to address economic/legislative actions, optimize alternative revenue sources, capitalize on partnerships, and pursue funding options. Pursuing TA funding is a strategic priority of the Mandan Park District and will also help the agency meet another strategic initiative, to provide high quality parks and amenities and provide for their upkeep, maintenance, and replacement.
- v. The 2018-2022 North Dakota State Comprehensive Outdoor Recreation Plan identifies Non-Motorized Trails, such as pedestrian trails, as the number one priority of Region 7, which includes Morton County. 66% of Region 7 households identified trails for walking, running, bicycling, or horseback riding as a primary outdoor recreational need.

**b. Is your project tied to another project?**

- i. No, the work is independent.

**c. How does your project fit with similar projects in your community and/or region?**

- i. Mandan Park District is committed to providing a comprehensive trail system for the betterment of the community. MPD continues to rehabilitate existing trails and expand on the trail system as growth continues to occur.

All applicable references from recreation and transportation plans are included in Exhibit C.

**d. Provide documentation of governmental agencies that are in support of this project. Also please provide documentation of support, if any, from the general public, other groups, and organizations.**

- i. City of Mandan
- ii. Bismarck-Mandan Metropolitan Planning Organization

**11. Public Accessibility**

Mandan Park District will own and operate the facility. Mandan trails are available free of charge to all users.

**12. Matching Funds Provided By:**

City of Mandan will provide matching funds. If awarded a TA program grant, the City of Mandan is committed to providing \$116,000 of local funds for the 20% match requirement of the program.

**13. Will Right of Way For This Project Be Needed?**

The proposed project is within existing city right-of-way and no additional right-of-way will be necessary for the project.

**14. Maintenance of This Project Will Be Provided By:**

The Mandan Park District will provide the required trail maintenance for this project.

**15. Environmental Impacts**

- a. Land Use: The land adjacent to this proposed pedestrian trail is comprised of Single Family Residential. There are minimal to no impacts on land use as a result of this pedestrian trail. There are approximately 17 single family residential properties immediately adjacent to this portion of pedestrian trail between 24<sup>th</sup> St NW and 27<sup>th</sup> St NW. No changes or potential changes to land use are likely to occur due to the proposed pedestrian trail, other than those changes identified in the 2015 Mandan Land Use and Transportation Plan for the Northwest Mandan growth area, which may change the existing land uses over time as the City continues to grow.
- b. Farmland: No farmland will be taken out of production as a result of the proposed pedestrian trail.
- c. Social: The proposed pedestrian trail will improve access to and from various neighborhoods (both established and new), recreational areas, businesses and employment opportunities, public facilities, schools, and parks through alternative modes of transportation. The proposed project will ensure the future success, sustainability, and positive impact on the health and wellbeing of Mandan residents by encouraging more pedestrian and bicycle use and less dependency on motor vehicle travel.
- d. Section 4(f) & 6(f): No Section 4(f) or Section 6(f) properties will be impacted by the proposed pedestrian trail.
- e. Economic: Positive economic benefits to the immediate area are expected to be small but may include increased residential property values (across the country, adjacent trails have been proven to increase neighborhood desirability and therefore residential property values). The economic benefit to the Mandan community, is expected to be much greater.
- f. Relocation: Neither people nor businesses will be relocated by this project.

- g. Wetlands: The proposed project will avoid or mitigate impacts to any wetlands.
- h. Floodplain: The proposed project is not within a floodplain.
- i. Threatened or Endangered Species: There are no known threatened or endangered species within the project vicinity.
- j. Cultural Resources: There are no properties on or eligible to be on the National Register of Historic Places within the project vicinity.

**16. Hazardous Waste:** There are no known hazardous waste sites within the project area.

**17. Required Signatures and Dates**

**Contact Person:** \_\_\_\_\_

**Date:** \_\_\_\_\_

**Sponsor:** \_\_\_\_\_

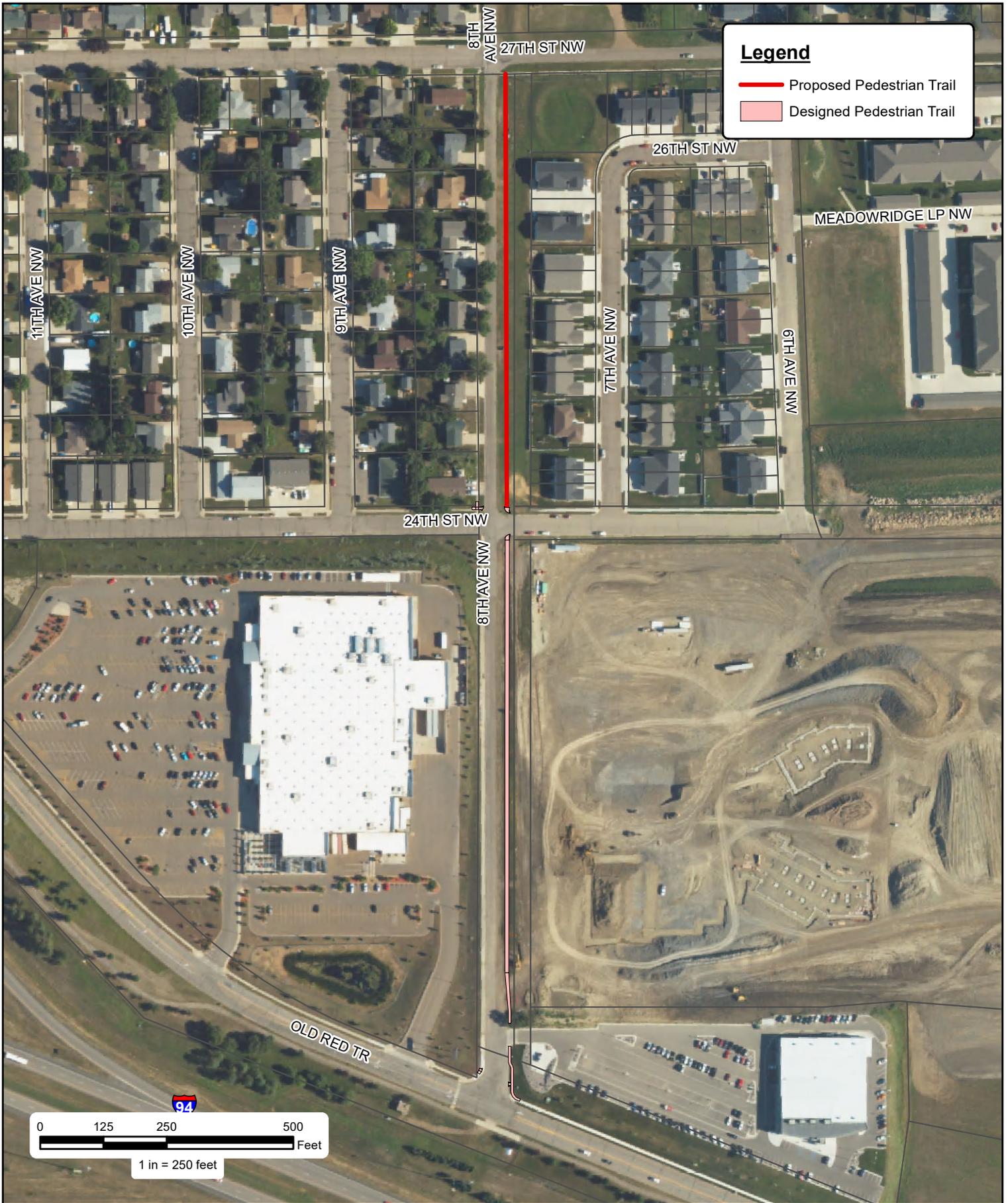
**Date:** \_\_\_\_\_

**MPO Official:** \_\_\_\_\_

**Date:** \_\_\_\_\_

**18. Attachments**

- Exhibit A – Location Map**
- Exhibit B – Cost Estimate**
- Exhibit C – Applicable Plan References**



**Legend**

- Proposed Pedestrian Trail
- Designed Pedestrian Trail

**8TH AVE NW – MANDAN HIGH SCHOOL PEDESTRIAN TRAIL  
MANDAN, NORTH DAKOTA**

Created By: KMV Date Created: 10/05/23 Date Saved: 10/05/23 Date Exported: 10/05/23  
 Plotted By: kyle.volk Parcel Date: XX/XX/20 Aerial Image: 2022 County NAIP SIDS Elevation Data: N/A  
 Horizontal Datum: NAD 1983 StatePlane North Dakota South FIPS 3302 Feet Vertical Datum: NAVD1988  
 T:\Projects\23500\23512\23512\_8th\_Ave\_Ped\_Trail.mxd



**8th Ave NW - Mandan High School Pedestrian Trail  
Mandan, ND**

**Engineer's Estimate of Probable Cost**

<b><u>Base Bid</u></b>		<i>UNIT</i>	<i>QUANTITY</i>	<i>UNIT PRICE</i>	<i>TOTAL PRICE</i>
1.	Mobilization	LSUM	1	\$50,000.00	\$50,000.00
2.	Testing Allowance	ALLOW	1	\$7,500.00	\$7,500.00
3.	Stormwater Management	LSUM	1	\$5,000.00	\$5,000.00
4.	Topsoil Stripping & Spreading	SY	2000	\$5.00	\$10,000.00
5.	Borrow Excavation	CY	2000	\$6.00	\$12,000.00
6.	Detectible Warning Panel	SF	32	\$100.00	\$3,200.00
7.	Concrete - 4"	SY	800	\$150.00	\$120,000.00
8.	Aggregate Base Course CL 5 - 4"	SY	800	\$7.00	\$5,600.00
9.	Subgrade Preparation	SY	800	\$5.00	\$4,000.00
10.	Signing	LSUM	1	\$4,000.00	\$4,000.00
11.	RCP Storm Sewer - 18"	LF	900	\$165.00	\$148,500.00
12.	Pavement Marking	LSUM	1	\$3,500.00	\$3,500.00
13.	Seeding Class III	SY	2300	\$3.00	\$6,900.00
14.	Traffic Control	LSUM	1	\$3,500.00	\$3,500.00
				Construction Subtotal	\$383,700.00
				Contingencies	\$38,370.00
				Engineering, Legal, Administration	\$95,787.14
				Inflation (3 Years = 12%)	\$62,142.86
				<b>TOTAL PROJECT COST</b>	<b>\$580,000.00</b>
				<b>Local Share</b>	<b>\$116,000.00</b>
				<b>TA Grant</b>	<b>\$464,000.00</b>

Exhibit C - Applicable Plan References



# ARRIVE 2045 GOAL 5:

## ALTERNATIVE TRANSPORTATION MODES TO AUTOMOBILE TRAVEL

Goal 5 incorporates the following goals, performance measures, and planning factors:

- » National Performance Goals for congestion reduction, system reliability and environmental sustainability.
- » National Performance Measure Categories of traffic congestion and on-road mobile source emissions.
- » MAP-21 Planning Factors to increase accessibility and mobility of people and freight; protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic

development patterns; and enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

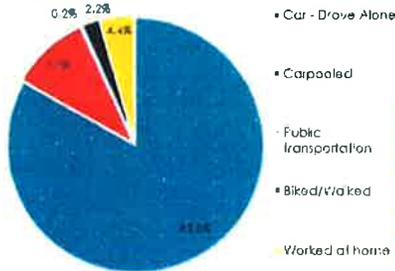
More people are choosing to use alternate modes of transportation to live a healthier lifestyle, reduce their environmental footprint, or spend less money out of their budget on transportation costs. Also, due to various social justice issues, certain portions of the population also are dependent on public transportation or non-motorized transportation. Regardless of the reason, it is important to provide a well-balanced transportation system that supports modes other than a single occupancy motor vehicle. This includes supporting alternative modes of transportation for users of all ages and all abilities.

### PERFORMANCE MEASURES

#### Existing Metrics and Targets:

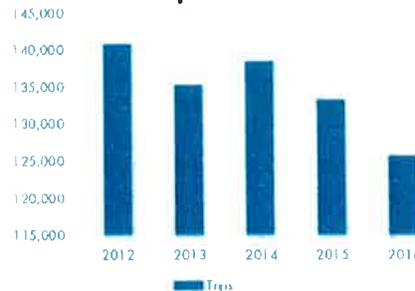
LOCAL MPO SYSTEM OPTIONAL REQUIREMENTS

#### Mode Share



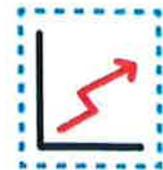
#### Desired Target: CAT Ridership

Decrease single vehicle use



#### Desired Target:

Increase fixed route transit ridership

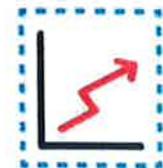


#### Miles of Facilities

Facility Type	Miles	
	Bismarck	Mandan
Multi-use Trails	52 miles	18 miles
Bicycle Lanes	4 miles	0 miles
Shared-Use Routes	5 miles	0 miles

#### Desired Target:

Increase miles of bicycle facilities



### HOW WILL WE ACHIEVE THE GOAL?

#### Objectives:

- » **5A:** Consider coordination with transit agencies to improve transit route efficiency, system productivity, and community awareness by implementing transportation investments that support the transit system (PBO)
- » **5B:** Improve transit and rideshare opportunities for travelers commuting into Bismarck-Mandan from outside the urban area (PBO)
- » **5C:** Improve bicycle and pedestrian system accessibility and connectivity opportunities while maintaining safety by implementing transportation investments identified in the most recent Bismarck-Mandan MPO Bicycle and Pedestrian Plan (SMO)
- » **5D:** Improve the awareness and safety of bicycling, and educate both bicyclists and motorists on rules and responsibilities (PBO)

SMO: Scoring Metric Objective | PBO: Policy Based Objective



# CHAPTER 3: Vision + Goals VISION FOR WALKING AND BICYCLING

The Bismarck-Mandan Bicycle and Pedestrian Plan's vision is to convey that bicycling and walking are safe, comfortable, and convenient choices for all people. In hopes of creating an environment in which people feel comfortable and safe to bicycle and walk in Bismarck and Mandan.

## PLAN GOALS

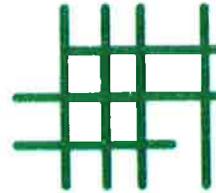
The five goals described in the following sections help to promote the vision for the Plan. They serve as pillars which will support the development of the proposed network and implementation strategies discussed later in the Plan. The goals will also guide the implementation of the 5 E's of the Plan: Engineering, Education, Encouragement, Enforcement, and Evaluation. It was important that the goals developed for this plan were in line with the goals outlined within the MPO Long Range Transportation Plan all while responding to comments received by the public during the development of the plan.



### Goal 1: Network Use

**Increase the number of bicycling and walking trips made by people in Bismarck and Mandan.**

Once perceived and real barriers are removed, walking and biking can become a daily experience for all residents, employees, and visitors. A well-established network gives people the option to not only be healthier but, be environmentally friendly by choosing to walk or bike. Encouraging people to bike and walk more frequently increases the number of bicycling and walking trips made by people.



### Goal 2: Connectivity

**Develop a connected network of bicycling and walking routes throughout both communities in partnership with local, regional and state partners. Connect bicycling and walking routes to community destinations and other transportation systems, including transit.**

The connectivity of bicycle and pedestrian routes to not only community destinations but other transportation systems can decrease vehicle miles traveled per person in Bismarck and Mandan while providing viable options to combine travel needs. Connectivity of routes that lead people to community destinations is important as it promotes bicycling and walking not as a form of leisure activities but as alternative modes of transportation.



### Goal 3: Safety and Comfort

**Build and maintain safe and comfortable bicycling and walking facilities for people of all ages and abilities. Support driving, walking and bicycling behaviors that increase the safety of people who walk and bicycle.**

Promoting and encouraging safe behaviors from drivers, walkers, and bicyclists offers a level of predictability to a functional system. Predictability of modes in a shared space better ensures the safety of drivers, bicyclists and pedestrians. By creating an environment in which all individuals feel safe and comfortable, this can be a driving force in encouraging biking and walking.



## BISMARCK-MANDAN BICYCLE + PEDESTRIAN PLAN



### **Goal 4: Maintenance**

***Protect the public's investment in the bicycling and walking system over the long-term and ensure system accessibility all year round.***

Walking and bicycling can become a habitual part of daily life with a high-level of maintenance reliability. People will choose alternative modes of transportation when obstacles are reduced. The maintenance of public investment in the bicycling and walking system conveys the cities' commitment in trying to encourage people to bike and walk. It ensures people the permanency of these alternative modes of transportation.



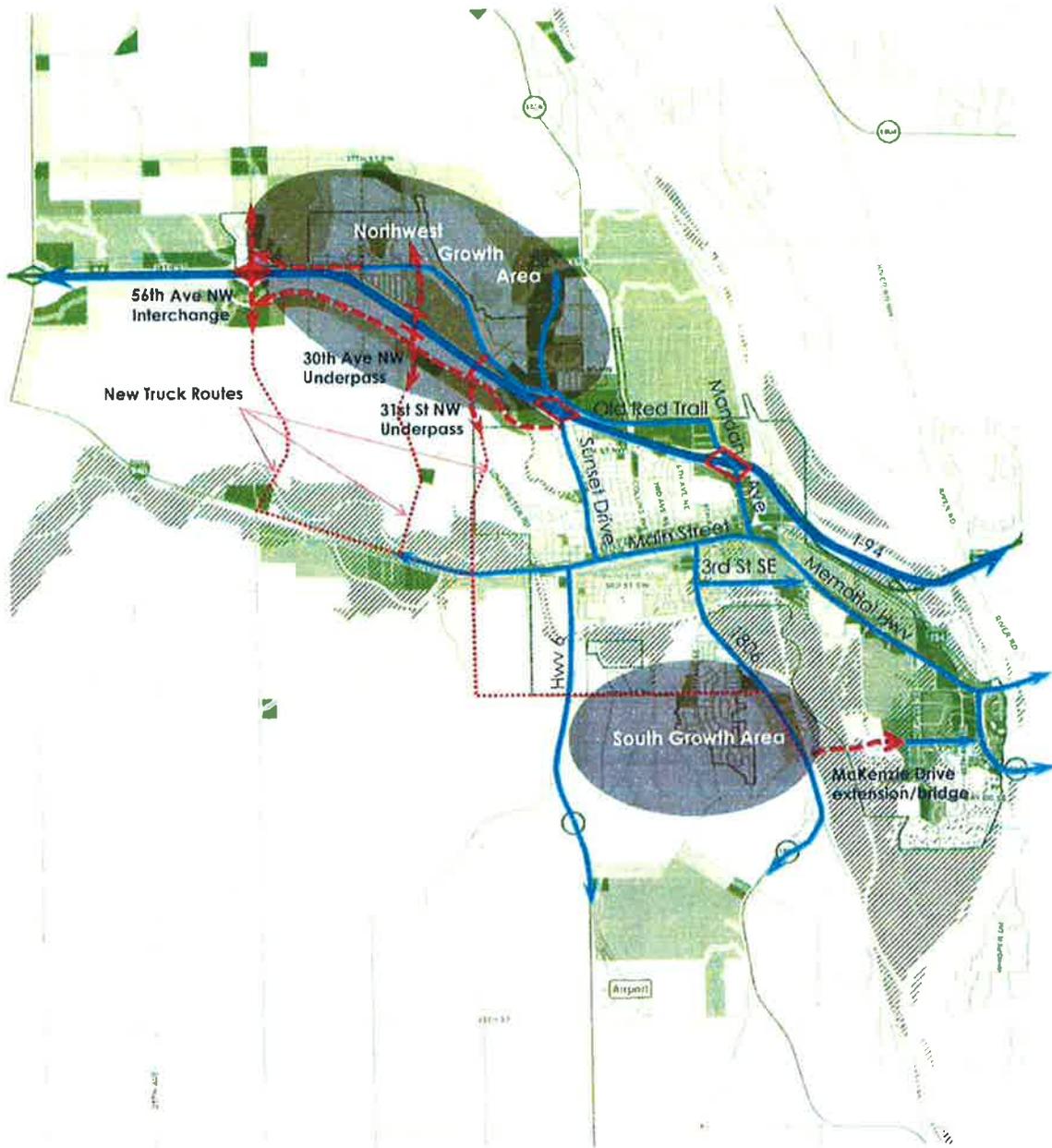
### **Goal 5: Planning**

***As new commercial and residential projects are planned, integrate bicycle and pedestrian facilities with project designs during the development review process.***

Implementing improved facilities in the development review process not only increases opportunities to better allocate physical space needs, but property owners and developers reap the benefits of an enhanced public realm. By incorporating bicycle and pedestrian facilities in project designs during the development review process, this establishes a sense of permanency in advocating biking and walking in the community.

### Impact of Key Recommendations

Taken together these key projects will serve the highest growth areas anticipated in Mandan in the next twenty years or more, and would serve to alleviate traffic, especially truck traffic, from some of the most congested roadway segments and points in Mandan: Sunset Drive/I-94 interchange, Sunset Drive, Main Street/1st Street, and 3rd Street SE.



# Strategic Initiatives

## **1. Highest Quality of Financial Stewardship**

Prioritize use of resources in operation and align the District to address economic/legislative actions, optimize alternative revenue sources, capitalize on partnerships, and pursue funding options.

## **2. Highest Quality of Parks & Amenities**

Provide high quality parks and amenities and provide for their upkeep, maintenance and replacement.

## **3. Highest Quality of Facilities**

Fund and support a maintenance schedule that provides high quality facilities with updated equipment.

## **4. Highest Quality Recreation Programs & Services**

Provide high quality service and offer a diverse range of high quality recreational programs and opportunities for the entire community, while coordinating the best use of facilities and space.

## **5. Highest Quality of Staff & Team**

Foster a work environment that encourages collaborative teamwork, develops, retains, and motivates quality park and recreational professionals.

## **6. Highest Quality Customer Service**

Retain and provide excellent community/governmental partnerships and seek additional opportunities.

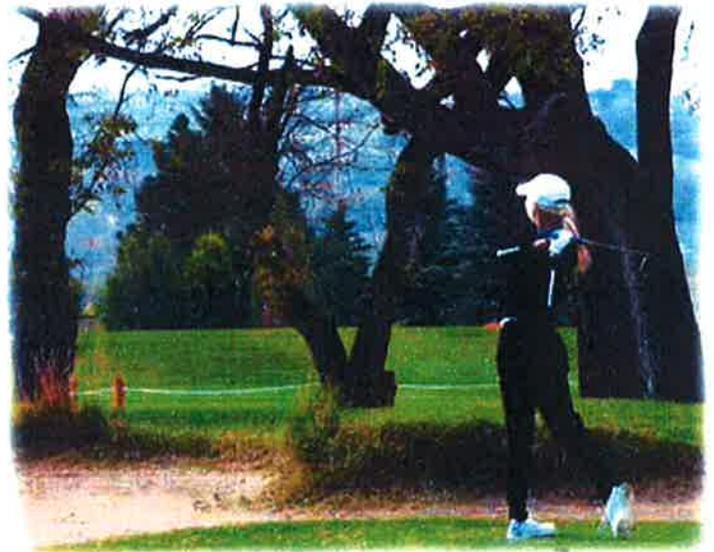
**Tertiary Needs**

Forty-eight percent of households in Region 6 are interested in using a boat, pontoon or personal watercraft for recreational boating other than fishing and 44% in using boat ramps or landings. Half of launch ramps without docks or slips in the region are in poor condition, according to providers.

Off-highway vehicle (ATV/dirt bike or side by side) trails are primary weaknesses in the region.

Outdoor golf driving or practice ranges are a primary weakness. Providers report 50% of outdoor driving ranges in Region 6 are in poor condition.

According to providers, 50% of outdoor skateboard parks and 25% of outdoor disc or Frisbee golf courses in the region are in poor condition.



**REGION 7 FACILITY PRIORITIES**

- 94% of Region 4 households report outdoor recreation is important.
- 54% of providers report demand for outdoor recreation facilities and activities exceeds supply.

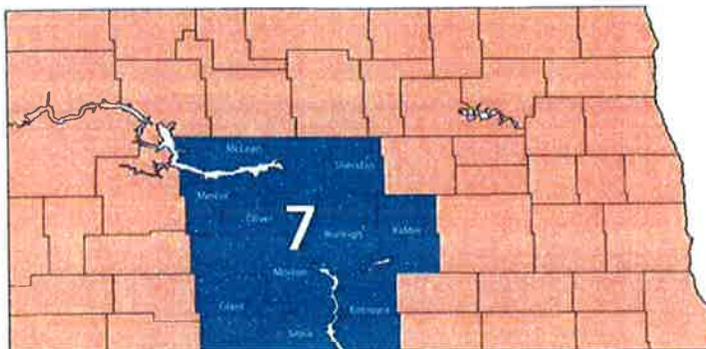
**Primary Needs**

Trails for walking, running, bicycling or horseback riding are of interest to 66% of Region 7 households. Fifty-four percent are interested in using paved multi-use trails, 53% in modern trails, 47% in hiking trails, 46% in unpaved multi-use trails and 46% in semi-modern trails. Hiking trails and semi-modern trails are primary weaknesses. Providers listed paved multi-use trails (33%), unpaved multi-use trails (31%) and mountain biking trails (24%) as facilities where demand exceeds supply. According to providers, all exercise trails in the region are in poor condition, as are 29% of mountain biking trails.

Primary Needs	Secondary Needs	Tertiary Needs
Non-Motorized Trails	Campgrounds	Recreational Boating Facilities
Swimming/Water Facilities	Shooting Sport Facilities	Sports Courts/Fields
Playgrounds/Picnic Areas/Open Space Parks	Canoeing/Kayaking Facilities	Motorized Trails
	Winter Sports Facilities	Specialty Facilities

Fifty-one percent of North Dakota households in the region are interested in swimming outdoors with 48% interested in designated swimming beaches on lakes or rivers, 42% in regular swimming pools and 41% in specialty pools. Specialty pools and designated swimming beaches on lakes or rivers are primary weaknesses. Thirty-six percent of providers note demand exceeds supply for swimming beaches. According to providers, 33% of regular swimming pools and 20% of specialty pools in the region are in poor condition.

Sixty-five percent of North Dakota households in the region are interested in going to a park, natural area or green space to use a playground, enjoy nature or relax, with 56% interested in visiting modern parks or natural areas and 40% interested in semi-modern. Forty-eight percent are interested in playing at playgrounds. Forty-four percent are interested in visiting natural areas. Modern general purpose parks and recreation areas (28%) and



McLean, Sheridan, Mercer, Oliver, Burleigh, Kidder, Morton, Grant, Sioux and Emmons Counties





October 20, 2023

Pam Wenger, TA Program Manager  
Local Government Division  
North Dakota Department of Transportation  
608 East Boulevard Avenue  
Bismarck, ND 58505-0700

Re: FY26 Transportation Alternative Program Application

Ms. Wenger,

We are pleased to submit the attached application for a Transportation Alternative Program (TA) project to be considered for 2026 funding. The US 83/State Street multi-use trail was constructed in 2003 and links the ND State Capital Grounds to the recreational trail network in north Bismarck. This trail is one of only three trail crossings of Interstate 94 adjacent to roadways and one of only seven crossings for pedestrians overall. The NDDOT's 2023 State Street Safety Improvement project brought all non-conforming ADA ramps into compliance but did not address the trail itself. The rehabilitation of the US 83/State Street trail will improve the facility for the non-motorized public to safely access a large and growing retail area adjacent to the corridor and provide recreational opportunities for all users.

The trail has reached the end of its useful life and requires an overlay to restore the trail to a more serviceable condition. The investment made in this trail earlier in the pavement life cycle will result in delaying the more expensive trail reconstruction project that at some point will be required.

Thanks you for the opportunity to submit this project and please contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Gabe Schell".

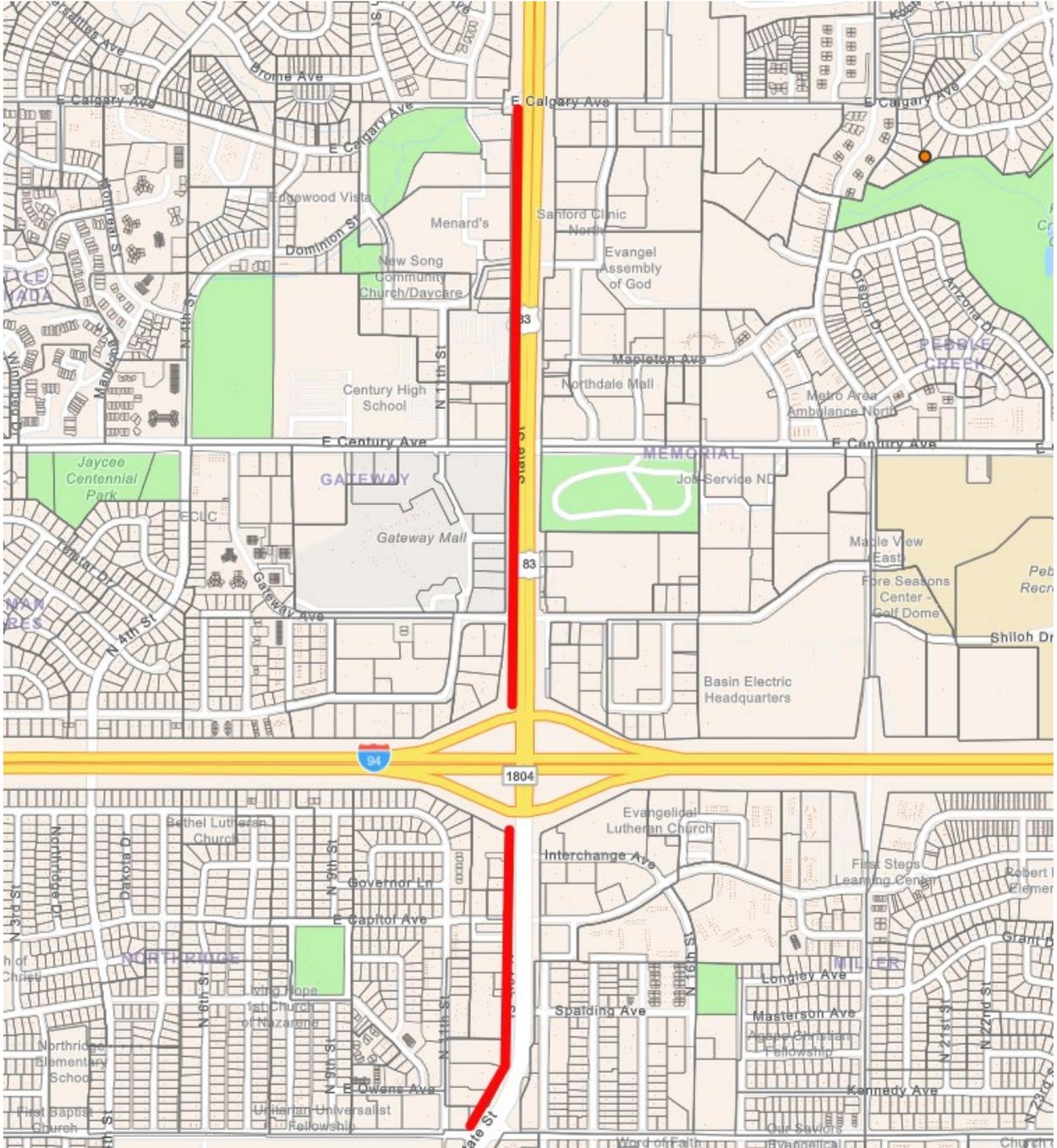
Gabe Schell, PE  
Bismarck City Engineer  
Attachments

**Project Name:**

US 83/State Street multi-use trail Rehabilitation

**1. Project Location:**

The project is located along the west side of US 83/State Street beginning north of Divide Avenue and continuing north to Calgary Avenue NE as shown in red.



**2. Project Contact:**

City of Bismarck

**3. Contact Person:**

Gabe Schell, City Engineer

[gschell@bismarcknd.gov](mailto:gschell@bismarcknd.gov)

701-355-1505

P.O. Box 5503

Bismarck, ND 58506-5503

**4. Project Sponsor:**

Board of City Commissioners

City of Bismarck

**5. Sponsoring Official:**

Michael Schmitz, Mayor

[mschmitz@bismarcknd.gov](mailto:mschmitz@bismarcknd.gov)

701-355-1300

P.O. Box 5503

Bismarck ND 58506-5503

**6. Project Description:**

The project includes approximately 5700 LF of asphalt pavement trail rehabilitation from the southwest corner of the intersection of Divide Avenue and State Street/US 83 to the southwest pedestrian ramp of US 83/Calgary Avenue. The 10' wide shared use path would be rehabilitated north/south along west side of State Street that terminates at the ND Capitol Grounds and provides connectivity to east/west facilities such as sidewalks and on-street bike lanes on Divide Avenue and sidewalks and shared use paths on Century Avenue and 43<sup>rd</sup> Avenue.

**7. Project Cost**

The estimated construction cost of the proposed improvements is \$412,000 with requested TA funds of \$329,600 and local match of \$82,400. Please find the detailed estimate prepared by City of Bismarck Engineering staff below.

## State St Multi-use Trail Rehab

Divide Av to Calgary Av

<u>ITEMS</u>	<u>QTY</u>	<u>UNITS</u>	<u>PRICE</u>	<u>TOTAL</u>
Contract Bond	1	LS	\$ 5,000.00	\$ 5,000
Common Excavation	100	CY	\$ 100.00	\$ 10,000
Hot Bit	750	TON	\$ 220.00	\$ 165,000
Approach Transitions	18	EA	\$ 5,000.00	\$ 90,000
seeding	1	ACRE	\$ 2,000.00	\$ 2,000
Traffic Control	1	LS	\$ 15,000.00	\$ 15,000
Mobilization	1	LS	\$ 20,000.00	\$ 20,000
Asphalt Removal (Trail Transitions)	18	EA	\$ 2,000.00	\$ 36,000
Undeveloped Design Details (10%)				\$ 34,300
Subtotal (2023)				\$ 377,300

Total (2026) (3%/3 Years)				\$ <b>412,000</b>
			TA Request (80%)	\$ <b>329,600</b>
			Local Match (20%)	\$ <b>82,400</b>

### 8. TA Category:

Type A: Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

### 9. Supporting Data:

The purpose of this project is to provide improve network connectivity of the non-motorized user by improving the trail surface for ease of walkability and rideability. This project would increase non-motorized access to retail, shopping and housing uses in north Bismarck and provide critical system linkage to recently constructed or programmed pedestrian facilities on 43<sup>rd</sup> Avenue NE. All modifications to the traffic signal systems and ADA facilities along State Street/US 83 have been upgraded as part of the 2023 safety project and no funds are being requested from the TA program for that work.

### 10. Public Accessibility:

This project is located in the public right of way of State Street (US Highway 83). NDDOT would be the owner with City of Bismarck responsible through our cost participation and maintenance agreement with NDDOT for day to day maintenance.

### 11. Matching Funding Provided by:

If a projected is awarded, the City of Bismarck will budget for a project through our Capital Improvements Program for the year the project is awarded. Matching funds would be sales tax.

## **12. Right-of-way Requirements:**

All construction will be contained within the public right-of-way and will be operated and maintained by the City of Bismarck.

## **13. Maintenance of this Project:**

Steve Salwei  
Public Works Service Operations Dept  
City of Bismarck

Maintenance responsibilities would be the City of Bismarck. Typically, Bismarck Parks and Recreation District provides snow removal services on shared use paths throughout Bismarck through a mutual agreement.

## **14. Environmental Impacts:**

- Land Use: No impacts, all construction will be conducted within the public right-of-way
- Farmland: No farmland will be impact, all work with in the urbanize area of the City of Bismarck
- Social: Positive social impact by providing an opportunity for the public. Improve health and safety the public by improving the ability to walk and bike.
- Section 4(f) & 6(f): No impacts anticipated.
- Economic: No negative economic impacts anticipated
- Relocation: No impacts, all construction will be conducted within the public right-of-way
- Wetlands: No impacts, all construction will be conducted within the public right-of-way
- Floodplain: No impacts, all construction will be conducted outside of regulatory floodplain or floodway.
- Threatened or Endangered Species: No impacts, all construction will be conducted within the public right-of-way
- Cultural Recourses: No impacts, all construction will be conducted within previously disturbed areas within the right-of-way.
- Hazardous Waste: No impacts anticipated, all construction will be conducted within the public right-of-way

**15. Required Signatures:**

**Contact Person:**

*Gabe Schell*

\_\_\_\_\_

Gabe Schell, City Engineer

10/15/23

\_\_\_\_\_

Date

**Responsible Official:**

\_\_\_\_\_

Mayor, City of Bismarck

\_\_\_\_\_

Date

**MPO Official:**

\_\_\_\_\_

Tim Helbling,  
Policy Board Chairman

\_\_\_\_\_

Date





## City Administration

**TO:** Gabe Schell, City Engineer

**DATE:** September 27, 2023

**FROM:** Jason Tomanek, Assistant City Administrator

**SUBJECT:** North Dakota Department of Transportation Transportation Alternatives Funding Solicitation

The Board of City Commissioners met on Tuesday, September 26, 2023, and considered the request to pursue NDDOT Transportation Alternatives Program Funding.

The Commission considered the request to pursue the NDDOT Transportation Alternatives (TA) funding for Sunrise Trail extension from Sunrise Park to Century Avenue contingent on BPRD approval and rehabilitation of the multi-use trail along US 83/State Street from Divide Avenue to Calgary Avenue and approved it as presented.



# BICYCLE FRIENDLY STATE REPORT CARD



0% PERCENT OF STATE IN BFC SILVER+

STATE ADVOCACY GROUP:  
**NORTH DAKOTA ACTIVE TRANSPORTATION ALLIANCE**

## NORTH DAKOTA #38 NATIONAL RANK (OF 50)

#9 REGIONAL RANK MIDWESTERN (OF 13)  
SEE THE REPORT CARD USE GUIDE

		F	D	C	B	A		
	<b>Infrastructure &amp; Funding</b>						<b>D-</b>	Considers the use of federal transportation funding, state transportation funding, and the existence of bicycle infrastructure in the state.
	<b>Education &amp; Encouragement</b>						<b>B+</b>	Considers bicycle mode share, advocacy, state goals to increase bicycling, and whether the state sponsors a conference on bicycling.
	<b>Traffic Laws &amp; Practices</b>						<b>C+</b>	Considers traffic laws related to bicyclist safety and practices for automated enforcement and preventing racial disparities in traffic law enforcement.
	<b>Policies &amp; Programs</b>						<b>C-</b>	Considers Complete Streets policies and programmatic support for implementing bicycling improvements, including staffing and integrating public health.
	<b>Evaluation &amp; Planning</b>						<b>C-</b>	Considers state bicycle plans, safety outcomes, guidance on bicycle facilities, data collection on bicycling and walking, and public engagement of bicyclists.

Based on the information we obtained for North Dakota, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in North Dakota.

Adopt a statewide Complete Streets policy or other policy that institutionalizes planning, designing, and building safe places for people to bike and walk as part of the transportation system.

Make bicycle safety an emphasis area in your Strategic Highway Safety Plan with identified strategies for engineering improvements.

Spend at least 2% of federal transportation funds on biking and walking improvements. Spend more and/or improve reporting practices to make sure your investments are counted.

North Dakota has a bicyclist fatality rate worse than the national average. Nationwide, high-speed arterial roadways, often owned by the state DOT, are the most common place people biking are killed. In North Dakota, half of bicyclist fatalities occur on arterial roadways. Improving bicycle facilities on arterial roadways is key to improving safety.

North Dakota's 2019 Statewide Active and Public Transportation Plan said that "developing a public-facing state bicycle map is a key implementation recommendation for ND Moves" and it will be exciting to see the state's map which will ease coordination with counties and communities in the state.

Bicycle Friendly Actions	Progress?
Complete Streets Law / Policy	No
Safe Passing Law (3ft+)	Yes-New/Updated
Statewide bike plan last 10 years	Yes-New/Updated
2% or more federal funds on bike/ped	No
Bicycle Safety Emphasis Area	No - Lapse

Federal Data on Biking	Rank
Ridership 0.32% of commuters biking to work	29/50
Safety 11.2 fatalities per 10K bike commuters	32/50
Spending \$2.51 per capita FHWA spending on biking and walking	32/50

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:  
[BIKELEAGUE.ORG/BFA/AWARDS](https://bikeleague.org/BFA/AWARDS)

The Bicycle Friendly State ranking is based on a comprehensive survey—with over 100 data points—completed by state departments of transportation and state bicycling advocates. For more information, visit [bikeleague.org/states](https://bikeleague.org/states) or contact Ken McLeod at (202) 822-1333 or [ken@bikeleague.org](mailto:ken@bikeleague.org).



Scoring Key:  LACING UP  WARMING UP  MAKING STRIDES  BUILDING SPEED 100%

### COMPLETE STREETS AND ACTIVE TRANSPORTATION POLICY AND PLANNING



<b>Complete Streets Policies</b>	Adopted state Complete Streets policy(ies)	0 / 5
	Has strong state Complete Streets policy	0 / 20
<b>Active Transportation Goals and Planning</b>	Adopted goals to increase walking and bicycling mode share	5 / 5
	Adopted a state pedestrian, bicycle, or active transportation plan	10 / 10
		<b>15 / 40</b>

### FEDERAL AND STATE ACTIVE TRANSPORTATION FUNDING



<b>Use of Federal Funding for Active Transportation</b>	Retained TAP funding without transfers	-10 / 10
	Awarded TAP projects	10 / 10
	Obligated state-controlled TAP funds	6 / 10
	Provides special consideration for high-need communities in TAP awards	5 / 5
	Provides matching funds for high-need communities	0 / 5
	Provides support to TAP applicants	0 / 5
	Sets aside other federal (non-TAP) funding for active transportation	0 / 5
<b>State Funding for Active Transportation</b>	Dedicates state funding for active transportation	0 / 10
	Amount of state funding for active transportation	0 / 10
	Provides special consideration for high-need communities in state awards	0 / 5
		<b>11 / 75</b>

### SAFE ROUTES TO SCHOOL FUNDING AND SUPPORTIVE PRACTICES



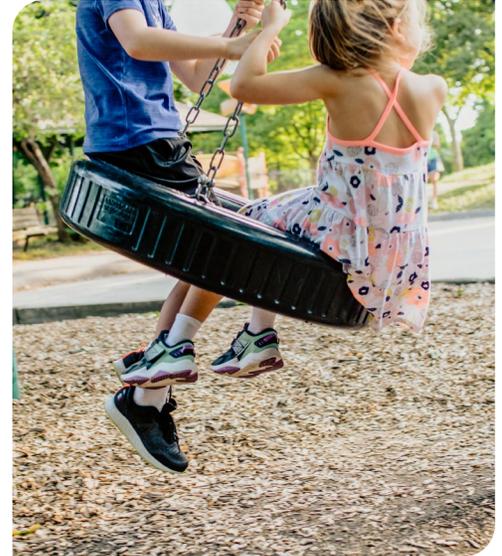
<b>Safe Routes to School Funding</b>	Provides special consideration for Safe Routes to School projects using TAP funds	0 / 5
	Dedicates state or other funding for Safe Routes to School	0 / 5
	Funds SRTS non-infrastructure projects	0 / 5
	Provides Safe Routes to School planning grants or minigrants	0 / 3
<b>Safe Routes to School Supportive Practices</b>	Staffs state Safe Routes to School program with state employees or consultants	1 / 5
	Provides a resource center or technical assistance to Safe Routes to School initiatives	0 / 7
	Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan	2 / 5
	Supports equitable access to Safe Routes to School programming	0 / 5
		<b>3 / 40</b>

### ACTIVE NEIGHBORHOODS AND SCHOOLS



<b>Shared Use of School Facilities</b>	Adopted state policy supporting shared use of school facilities	6 / 10
	Provides funding/incentives in support of shared use of school facilities	0 / 5
<b>School Siting and Design</b>	Requires large school sites (minimum acreage guideline)	0 / 0
	Supports walking, bicycling and physical activity in school design guidelines	3 / 15
<b>Physical Education</b>	Adopted PE minutes and graduation requirements	7 / 15
		<b>16 / 45</b>

To review a quick summary of the report cards' scoring structure, click here: [Understanding the Scores and Grading](#)



### Making Strides: State Report Cards on Walking, Bicycling, and Active Kids and Communities

The new 2022 full report, [Making Strides: State Report Cards on Walking, Bicycling, and Active Kids and Communities](#), provides a detailed explanation of how the states were graded; an overview of the research that supports walking, bicycling, and physical activity as ways to improve health; a discussion of the rationale for state-level report cards; and reflections on support for physical activity in different regions and our country as a whole.

The 2022 Making Strides state report cards evaluate each state on 27 indicators spanning four core topic areas that focus on key areas for state action to promote and support physical activity.

This sheet provides a quick summary of the report cards' scoring structure, including the indicators and possible points in each of the core topic areas and an example report card showing the different components.

### Core Topic Areas

The report cards focused on four core topic areas:

- Complete Streets and Active Transportation Policy and Planning – state policies that support safe streets for walking and biking
- Federal and State Active Transportation Funding – state policies and practices related to funding for walking and bicycling
- Safe Routes to School Funding and Supportive Practices – state policies and funding decisions related to Safe Routes to School as well as state staffing, practices, and resources that support Safe Routes to School
- Active Neighborhoods and Schools – state policies supporting physical education, school siting and design that encourages walking and bicycling, and use of school grounds for physical activity.

In the next section, we explain the significance of these topic areas, describe the specific indicators we used under each topic area, and set out our scoring criteria.

## 1 Complete Streets and Active Transportation Policy and Planning (40 points)

The Complete Streets and Active Transportation core topic area explores state policies and goals that promote walking, bicycling, and building streets that are safe for everyone, which play a crucial role in encouraging and enabling safe walking and bicycling.

**Complete Streets Policies:** Policies that commit government to providing for walking and bicycling along with driving in every road project.

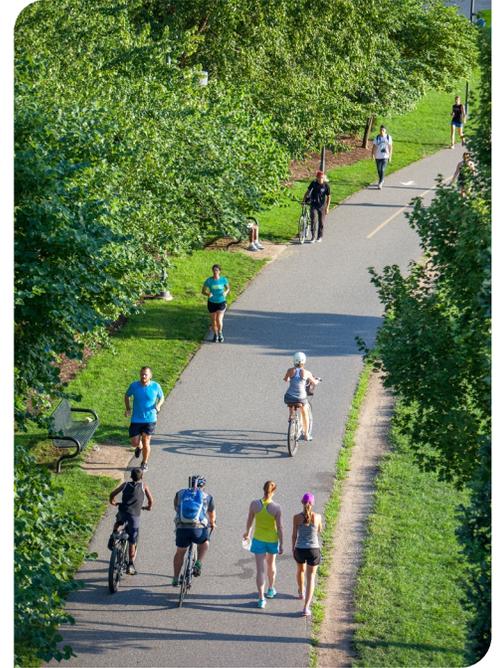
*Indicators:*

- Adopted a Complete Streets policy(ies) (0 to 5 points)
- Has strong state Complete Streets policy (0 to 20 points)

**Active Transportation Planning:** State planning and practices that support and prioritize walking and bicycling

*Indicators:*

- Adopted goals to increase walking and bicycling mode share (0 to 5 points)
- Adopted a state bicycle, pedestrian, or active transportation plan (0 to 10 points)



## 2 Federal and State Active Transportation Funding (75 points)

This core topic area looks at practices related to federal and state funding for walking and bicycling. Because federal dollars available for bicycling and walking improvements are limited and the need is great, it is crucial that they be used effectively. Choices that state departments of transportation make – how to staff and implement the federal programs for active transportation, which projects they fund, and how quickly they get the funding out the door – are all essential parts of enabling communities to have more opportunities for physical activity through transportation.



**Use of Federal Funding for Active**

**Transportation:** State use of the Transportation Alternatives Program (TAP) and other federal funds that support walking and bicycling.

*Indicators:*

- Retained Transportation Alternatives Program (TAP) funding without transfers (-10 to 10 points)
- Awarded TAP projects (0 to 10 points)
- Obligated state-controlled TAP funds (0 to 10 points)
- Provides special consideration for high-need communities in TAP awards (0 to 5 points)
- Provides matching funds for high-need communities (0 to 5 points)
- Provides support to TAP applicants (0 to 5 points)
- Sets aside other federal (non-TAP) funding for active transportation (0 to 5 points)

**State Funding for Active Transportation:** State dedication or allocation of its own funds to support walking and bicycling projects.

*Indicators:*

- Dedicates state funding for active transportation (0 to 10 points)
- Amount of state funding for active transportation (0 to 10 points)
- Provides special consideration for high-need communities in state awards (0 to 5 points)



### 3 Safe Routes to School Funding and Supportive Practices (40 points)

This core topic area looks at Safe Routes to School, exploring how states can advance Safe Routes to School through funding allocations and awards, the types of framework that states can put in place to support local Safe Routes to School programming and infrastructure improvements, and how states can ensure equitable practices and programs.

**Safe Routes to School Funding:** Availability of funding specifically for Safe Routes to School efforts.

*Indicators:*

- Provides special consideration for Safe Routes to School projects using TAP funds (0 to 5 points)
- Dedicates state or other funding for Safe Routes to School (0 to 5 points)
- Funds Safe Routes to School non-infrastructure projects (0 to 5 points)
- Provides Safe Routes to School planning grants or mini grants (0 to 3 points)

**Safe Routes to School Supportive Practices:** Non-financial support for Safe Routes to School.

*Indicators:*

- Staffs state Safe Routes to School program with state employees or consultants (0 to 5 points)
- Provides a resource center or technical assistance to Safe Routes to School initiatives (0 to 7 points)
- Adopted a state SRTS plan or incorporated SRTS into a state active transportation plan (0 to 5 points)
- Supports equitable access to Safe Routes to School programming (0 to 5 points)



### 4 Active Schools and Neighborhoods (45 points)

The fourth core topic area assesses how supportive a state is of creating neighborhoods and schools that encourage physical activity. Living in a neighborhood that has safe places to be physically active and attending a school that provides regular opportunities for physical activity supports youth and adults in meeting daily physical activity guidelines.

**Shared Use of School Facilities:** Opening up school playgrounds, fields, and facilities for recreational use by community members outside of school hours.

*Indicators:*

- Adopted state policy supporting shared use of school facilities (0 to 10 points)
- Provides funding/incentives in support of shared use of school facilities (0 to 5 points)

**School Siting and Design:** State requirements and recommendations for school locations and design.

*Indicators:*

- Requires large school sites (minimum acreage guidelines) (-10 to 0 points)
- Supports walking, bicycling & physical activity in school siting & design guidelines (0 to 15 points)

**Physical Education:** State adopted standards for physical education.

*Indicator:*

- Adopted PE minutes and graduation requirements (0 to 15 points)

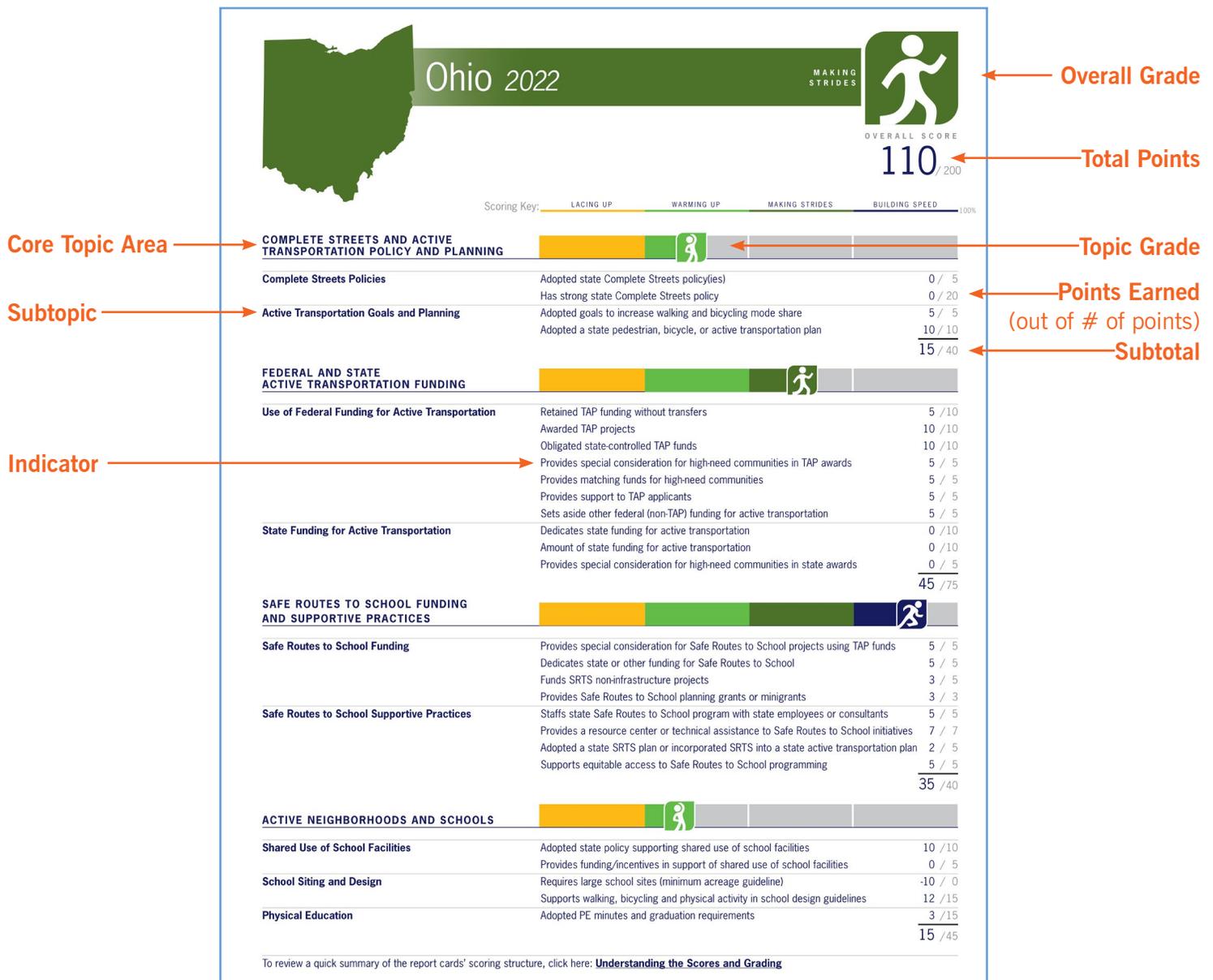


## How Does the Grading Work?

The report cards show the number of points earned for each indicator, and then the numerical sum and the grading category for each of the four core topic areas. The report cards also reflect an overall grade for each state, derived from the cumulative score based on the total number of points earned. The total possible number of points that could be obtained is 200. There are four grading categories.

## Grading Categories

- Lacing Up:** The state may be taking some initial steps to supporting walking, bicycling, and physical activity, but the efforts are still getting off the ground. (0-50 points)
- Warming Up:** The state has established some policies or initiatives, and may have taken some strong steps that support walking, bicycling and physical activity, but the state has not used many of the tools and techniques available. (51-100 points)
- Making Strides:** The state has established multiple policies and initiatives that are moving the state in the right direction, but may still be missing some key strategies. (101-150 points)
- Building Speed:** The state has made a significant commitment to support walking, bicycling, and physical activity and is providing support in multiple ways. (151-200 points)



## Making Strides: 2022 State Report Cards

### How to Use Your State's Report Card on Walking, Biking, and Physical Activity



#### Making Strides: State Report Cards on Walking, Bicycling, and Active Kids and Communities

The new 2022 full report, [Making Strides: State Report Cards on Walking, Bicycling, and Active Kids and Communities](#), provides a detailed explanation of how the states were graded; an overview of the research that supports walking, bicycling, and physical activity as ways to improve health; a discussion of the rationale for state-level report cards; and reflections on the support for physical activity in different regions and our country as a whole.

The 2022 Making Strides state report cards evaluate each state on 27 indicators spanning four core topic areas that focus on key areas for state action to promote and support walking, biking, and physical activity. The state report cards help us understand at a glance how each state is doing in supporting healthy and active kids and adults, and where there is room for improvement, making it easier to take action in support of healthier communities.

This fact sheet provides tips on how to use your state's report card. It sets out key points you can use in communicating the importance of state support for walking, biking, and physical activity, provides steps to consider in using the report card, and highlights ideas to inspire change in your state.

#### Why State Support for Walking, Bicycling, and Physical Activity Matters

##### *Physical Activity Matters*

- Studies have shown that physical activity is important for everyone.<sup>1</sup> Physical activity has a variety of benefits, including reducing risk of stroke, high blood pressure, diabetes, some cancers, premature death, and depression.<sup>2</sup>
- More walking, bicycling, and physical activity can also provide an increased sense of community and less social isolation, higher cognitive functioning, less air pollution and fewer climate changing emissions.<sup>3</sup>
- Physical inactivity and obesity do not affect all communities equally. These conditions, which can affect quality of life and lead to premature mortality, are disproportionately prevalent in low-income communities and communities of color.<sup>4</sup> Black and Latinx youth have higher rates of obesity than white and Asian American youth.<sup>5</sup>

##### *Americans Aren't Getting Enough Physical Activity*

- Only 54 percent of American adults are meeting the aerobic component of the physical activity guidelines and a scant 24 percent are meeting the recommended levels of overall physical activity.<sup>6</sup>
- Less than one-quarter (24 percent) of children 6 to 17 years of age participate in 60 minutes of physical activity every day.<sup>7</sup> Physical activity rates were higher for boys than girls, and higher for white students than for African American and Hispanic students.<sup>8</sup>

## *Walking, Biking, Public Transportation, and Parks Help Americans Get the Physical Activity They Need for Health*

- Walking and bicycling are key ways in which people can get sufficient physical activity as part of their daily lives. For example, almost one-third of transit users get their entire recommended amount of physical activity just by walking to and from transit stops.<sup>9</sup> Conversely, people who travel by car are more sedentary, which is associated with chronic disease and premature death.<sup>10</sup>
- People who live in more multimodal communities (places that support getting around by a variety of modes – walking, bicycling, and public transportation) exercise more and are less likely to be overweight than those who live in automobile-oriented communities.<sup>11</sup>
- Adults who get around by walking or bicycling have lower weight and blood pressure, and are less likely to become diabetic.<sup>12</sup>
- Access to places for physical activity, such as parks, playgrounds, community centers, and other recreational facilities, increase the likelihood of youth and adults being physically active. Studies show that people who live closer to parks are more likely to visit parks and be physically active more often than those who live further from parks.<sup>13</sup>
- States with the highest levels of bicycling and walking have the lowest rates of obesity, high blood pressure, and diabetes.<sup>14</sup>



## Steps for Using Your State's Report Card

Now that you have your state's report card, what can you do?

### 1. Ask these questions:

- **How did my state score?** Look at your state's overall score and grade, as well as the scores and grades for each core topic area.
- **Where is my state doing well?** In many cases, individual states have focused efforts and resources in one or more of the core topic areas. Recognize areas where the state scored well. Every state has made some commitment to healthier, active communities. If your state has a policy or plan in place in one of the topic areas, speak with the responsible agency to understand how it is being implemented and see if improvements can be made.
- **Where can my state improve?** Take a look at the areas where your state scored poorly. What changes would you like to see in these areas?
- **How has my state's score changed since 2016, 2018, and 2020?** Look at the indicators where your state's score has changed. These changes may reflect positive progress in specific areas that should be recognized. Declining scores may indicate areas where additional attention is needed.

### 2. Focus on one or two specific areas where you would like to see change.

Think about those areas that may have “low hanging fruit,” where there is fairly easy

potential for change. Also consider areas where more significant efforts will need to be made to effect change, but where the change will have widespread benefits.

### 3. Identify and connect with partners who may be working on the same or similar issues.

Change generally requires collaboration. Who might those partners be? Think about the following groups:

- Hospital/health system
- American Heart Association
- American Cancer Society
- American Medical Association
- Local or state YMCAs
- Local Boys & Girls Clubs
- School associations
- Faith-based organizations
- Community coalitions

### 4. Make change!

Of course, making change is actually a multi-step process. Changing policies and creating healthier communities requires forming a coalition, identifying decisionmakers, crafting a proposal, and creating pressure and momentum for change. While the steps to successfully change policies, funding, and practices will vary based on the topic area and level of government, using the activities and strategies below will support your work for healthy, vibrant communities.

## Ideas for Activities and Strategies to Promote Change

- Bring media attention to the issue. Undertake a media campaign that focuses on areas where the state could improve and specific actions that the state could take.
- Use [social media](#) to spread your message widely.
- Engage local elected officials to encourage changes at the state level. Develop a mayors' sign-on letter or a municipal resolution to voice official local support for your issue.
- Speak with staff from the state departments working most closely on your topic of interest to understand potential for supportive administrative changes.
- If your state is developing a bicycle or pedestrian plan, physical activity plan, or other state-level plan, determine how you can participate and work to include specific goals and objectives that support healthier, active communities.
- If there has been success in improving one area, think about working with partners to expand efforts to promote change in a related area. For example, if your state recently adopted a Complete Streets policy, but scored poorly in the Federal and State Active Transportation Funding section, reach out to Complete Streets advocates to begin to address funding.
- Work with partners to adopt a local Complete Streets or other policy that supports walking, biking, or physical activity.
- Work with community members to document and share neighborhood concerns and strengths through a [Photovoice](#) project.
- Engage youth in developing a local or state campaign to advocate for changes they are most concerned with.



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